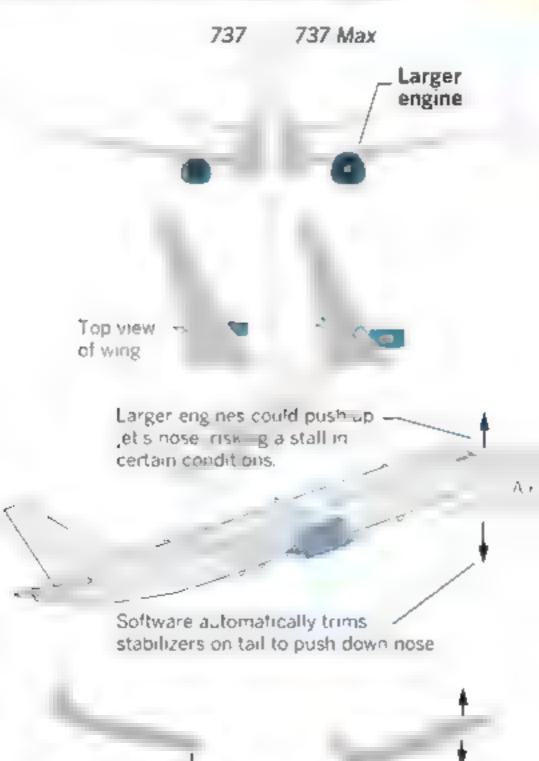


Possible issues with 737 upg Carrent Boeing adopted arger more the edition that

were mounted further forward and higher.



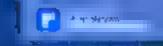
But erroneous sensor data could push nose down at wrong time.

Phots try to pull up but software keeps pushing nose down.

Sources Boeing Times reporting

Los Angeles Times





Palasted Aug. 27, 1946

2,406,506

UNITED STATES PATENT OFFICE

AND PERSONAL PROPERTY.

the E. Provincy, Lee Supples, 4486, majorier in The Bory Abrovall, Line, Maddington, (India)



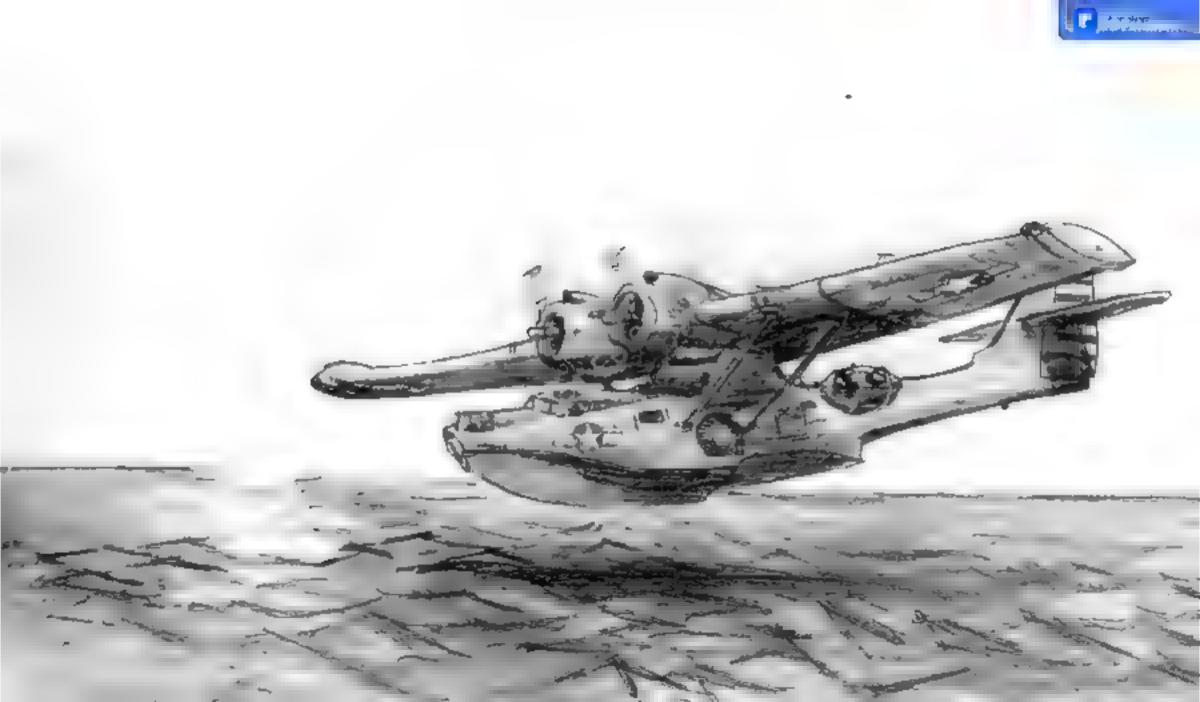


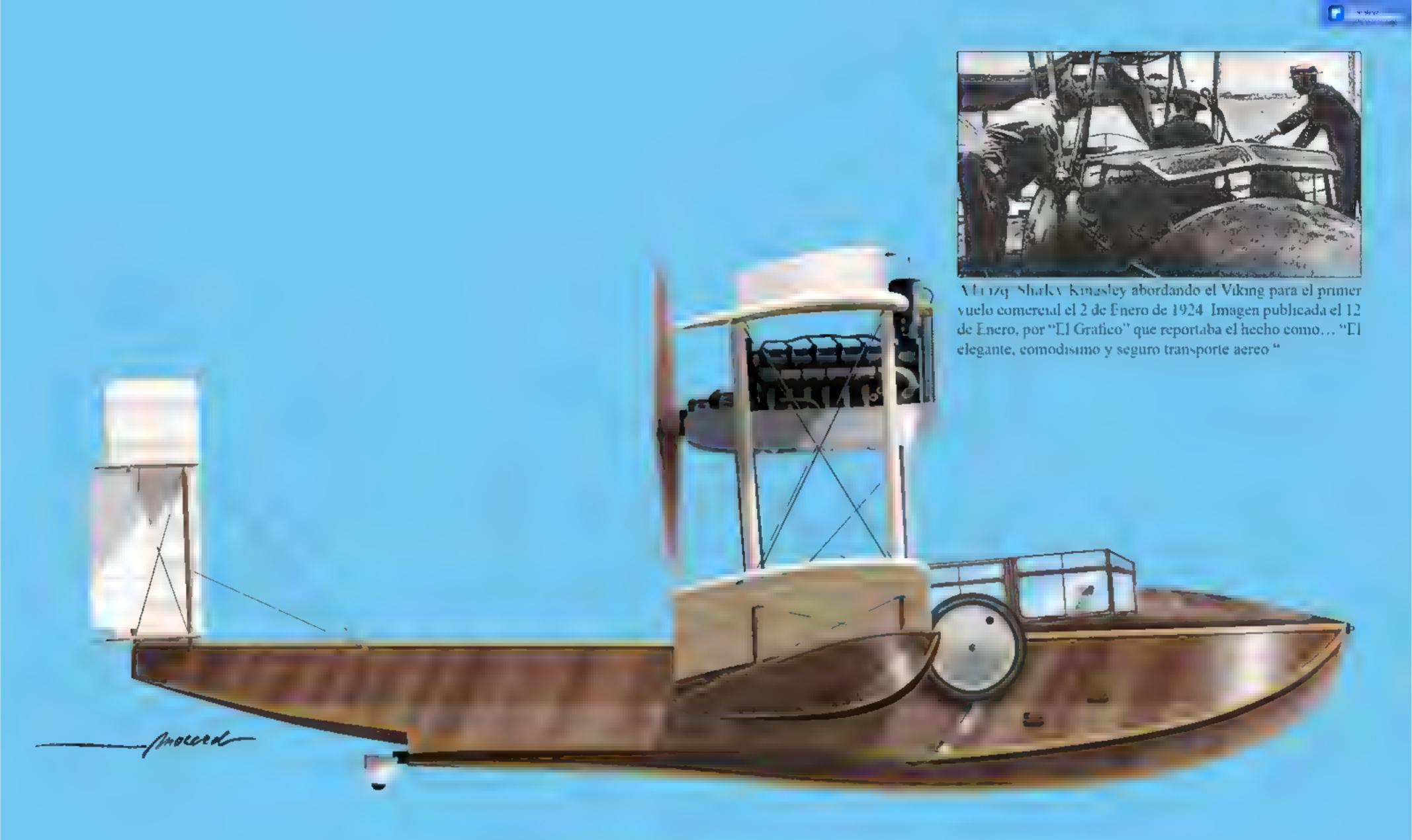
Top property of the second











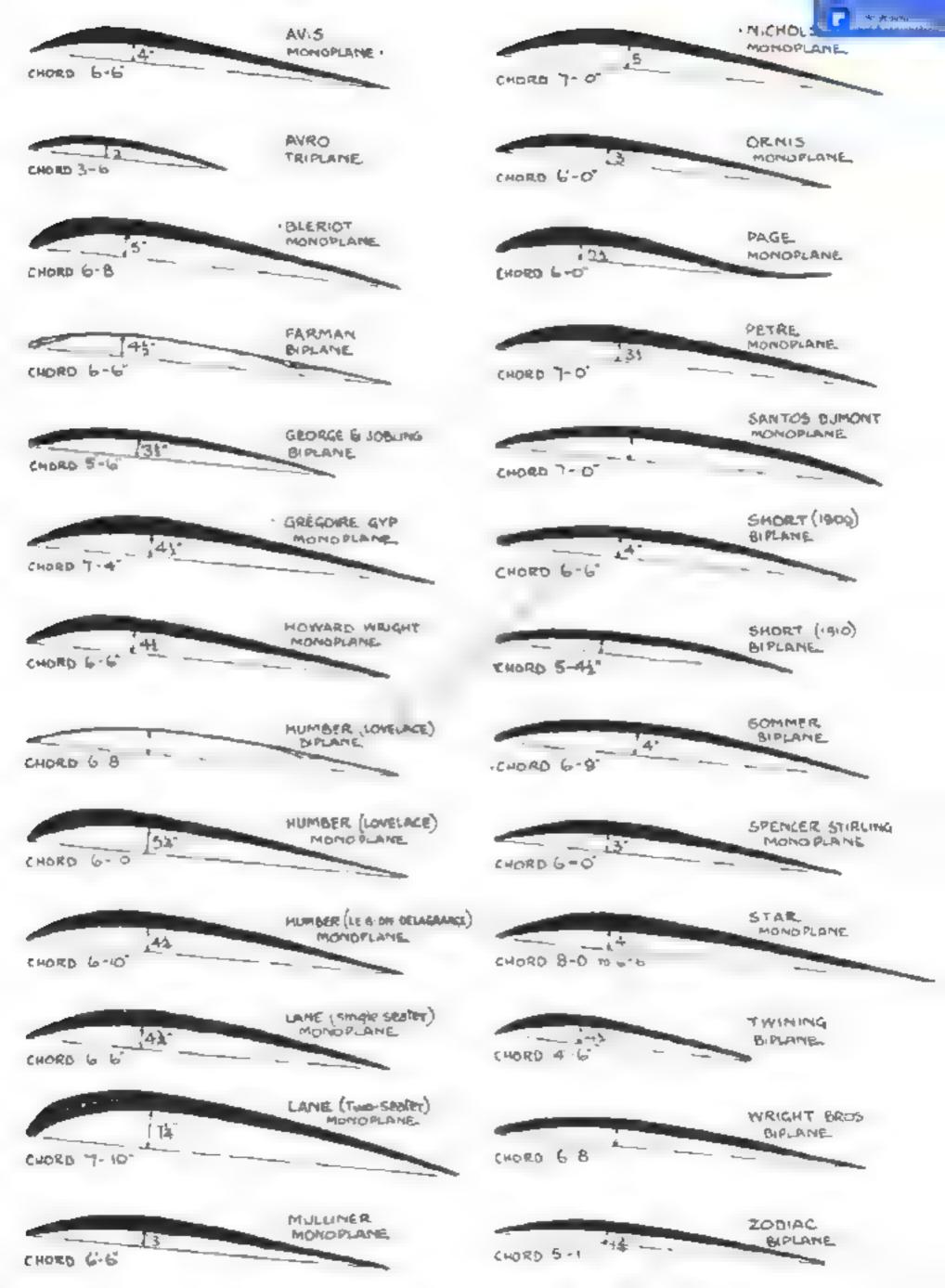
Vickers Type 73 Viking IV (msn. 20)

Compania Rioplatense de Aviacion tambien River Plate Aviation Company, Buenos Aires, Enero 1924.

Aeronave incorporada en Octubre de 1925 por el Servicio de Aviación Naval con matricula R-8
Bautizado - Marinero Herrero "en homenaje al Marinero Primero Acronautico Carlos Herrero que perdio la vida en un accidente a bordo de un Avro 552 el 12 de Agosto de 1925, junto al Mecánico Maquinista de 2º Pablo Scaffino

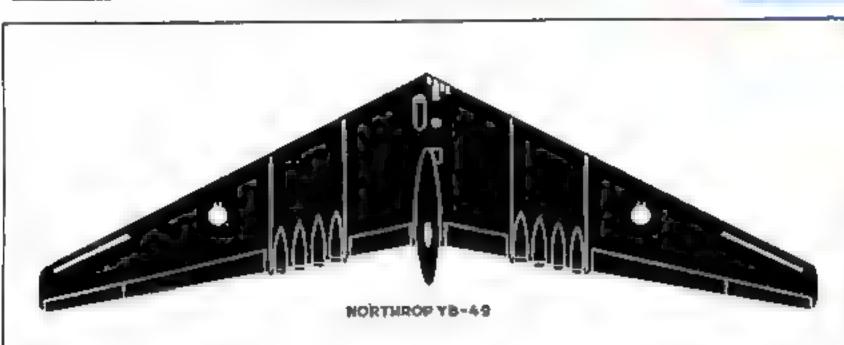














GOTHA P_80 B



JUNKERS JU 287



DOUGLAS "SKYROCKET"



MESSERSCHMITT P.1110



DE HAVILLAND D.H. 108



ARSENAL VG-70

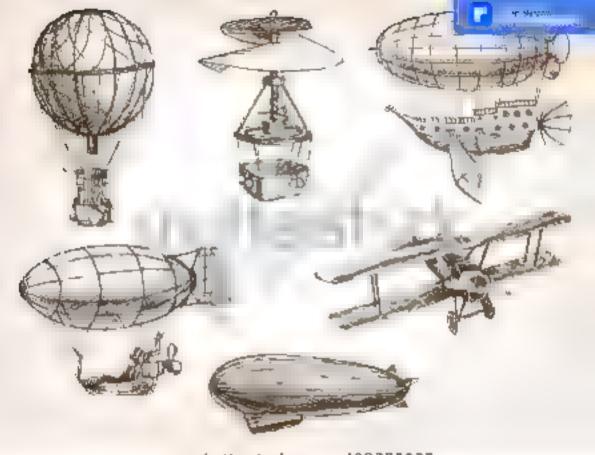


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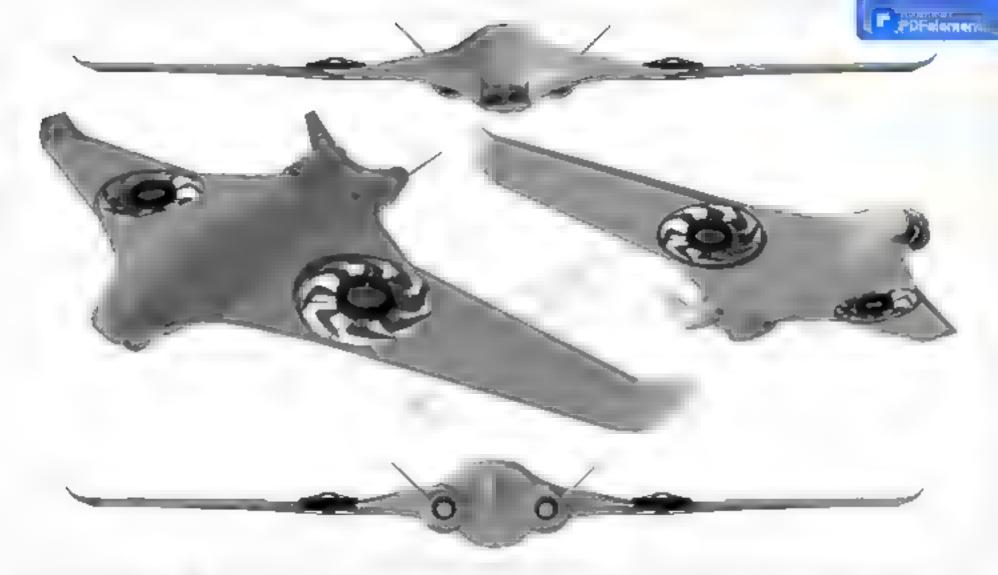








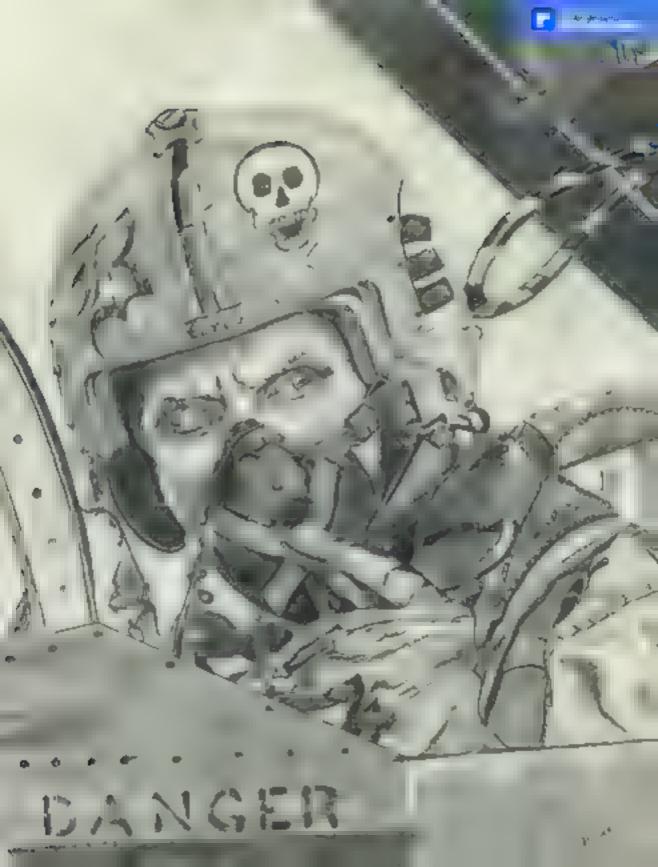




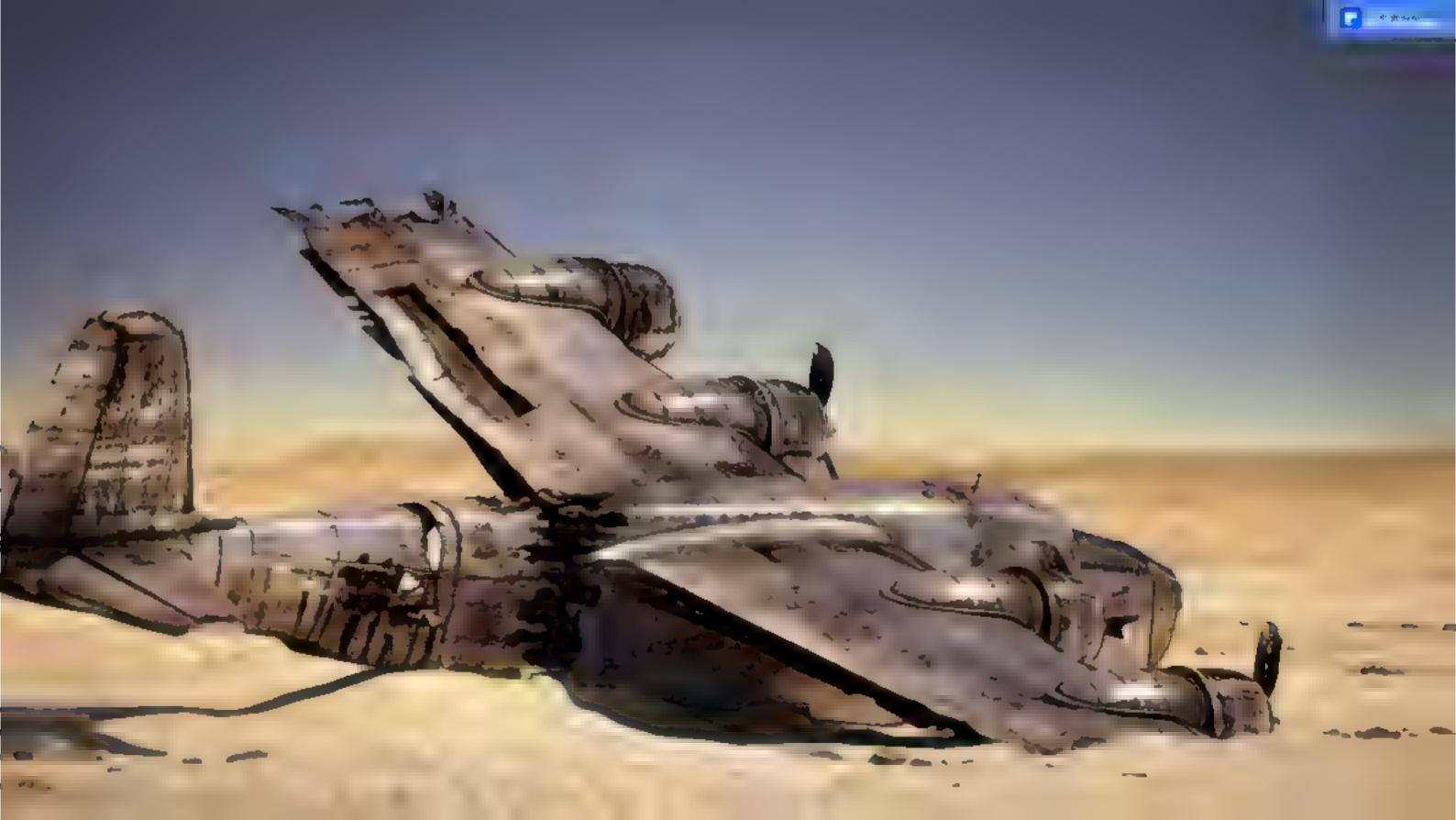


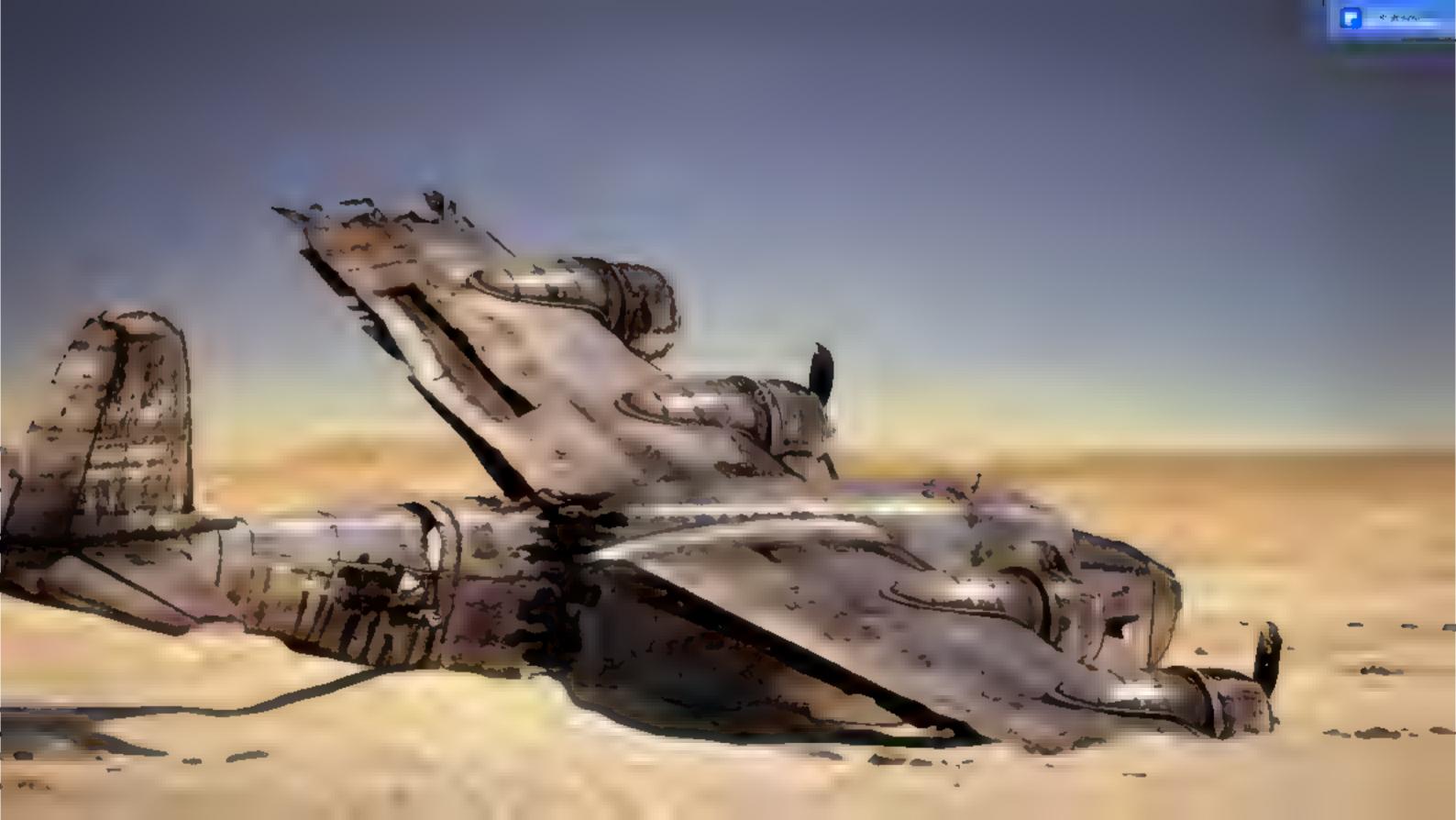
Concept VTOL / Blended Wing Body



















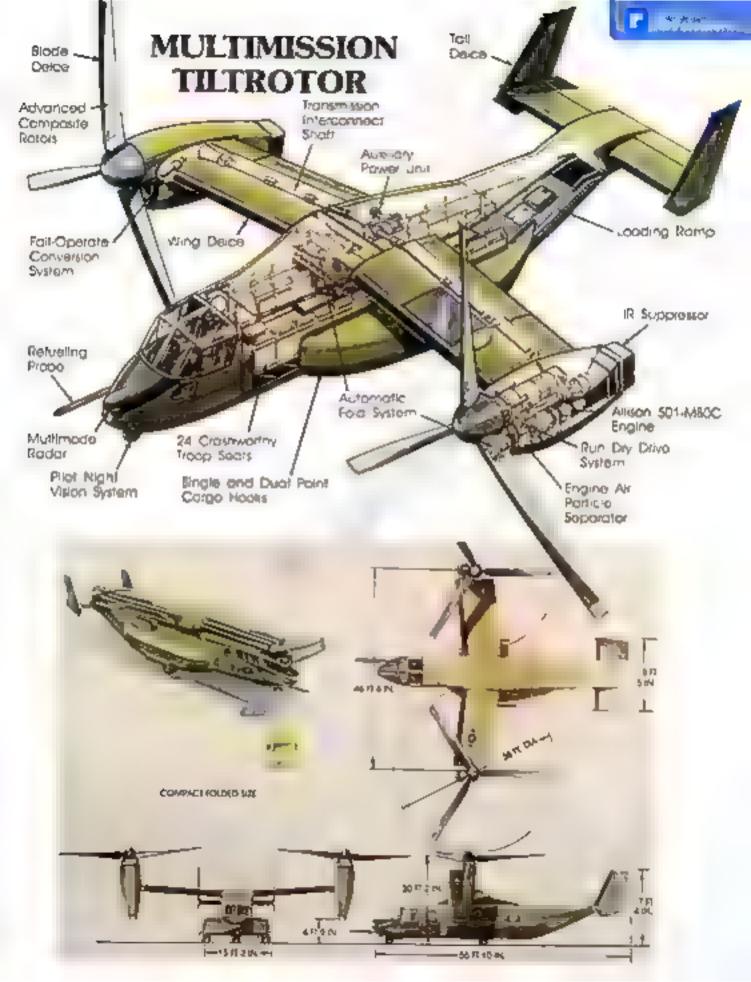
















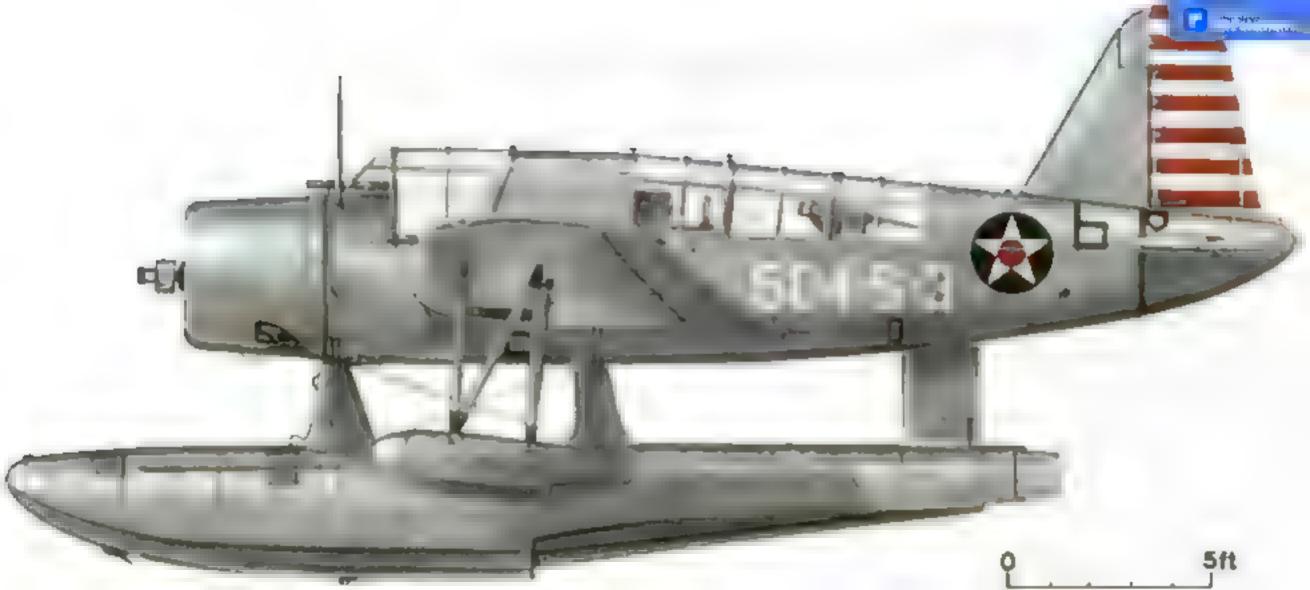






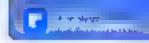








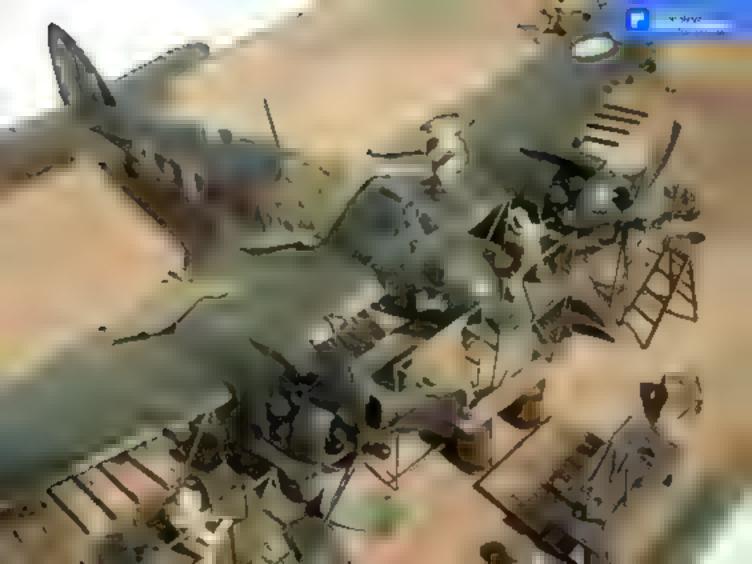


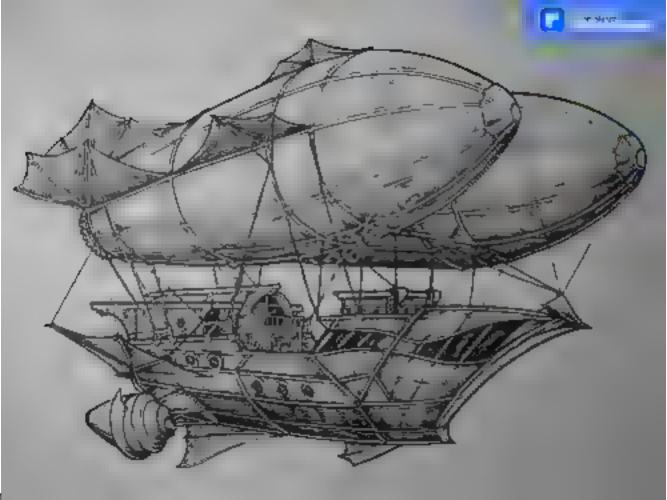
































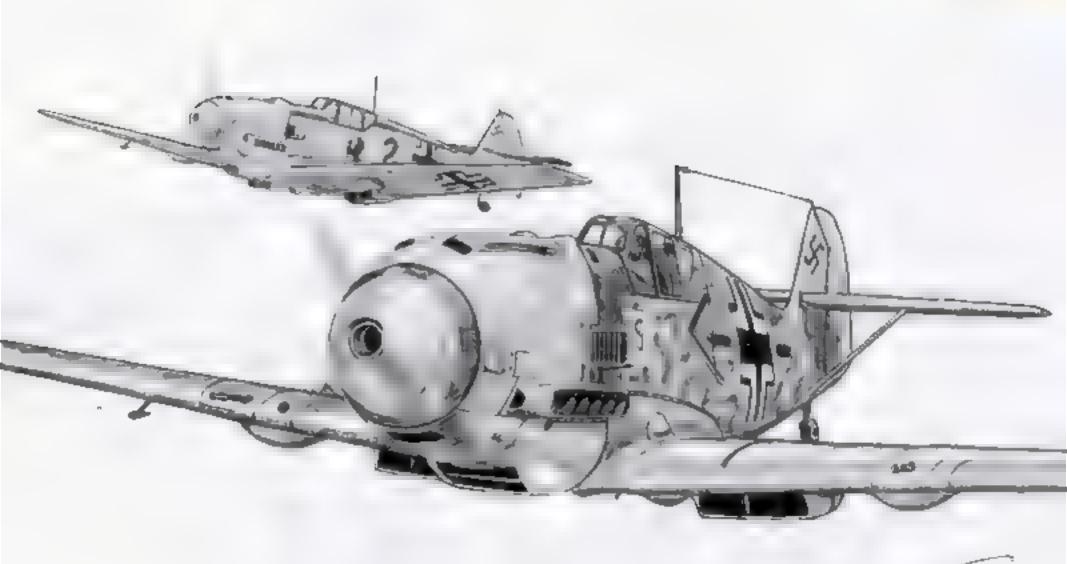






JMR MPS Attack Operational Suitability Western Bay Cries Land to حاويل كراكيا والطائق بوبيلة minimum analysis the designations Earlier to facilities while Marrie Allier State of the Committee of Afril springer dyl. July mer chief Some pur has at 360. DAGFORK THRESPA **Ократуел мевроке пясал ізм** drie orafie

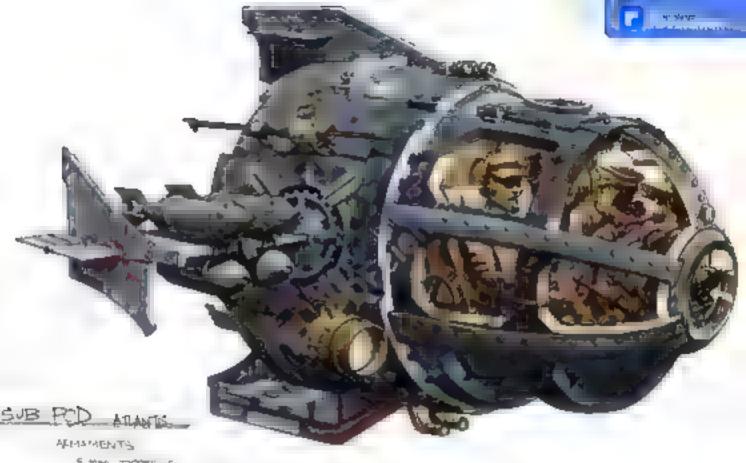




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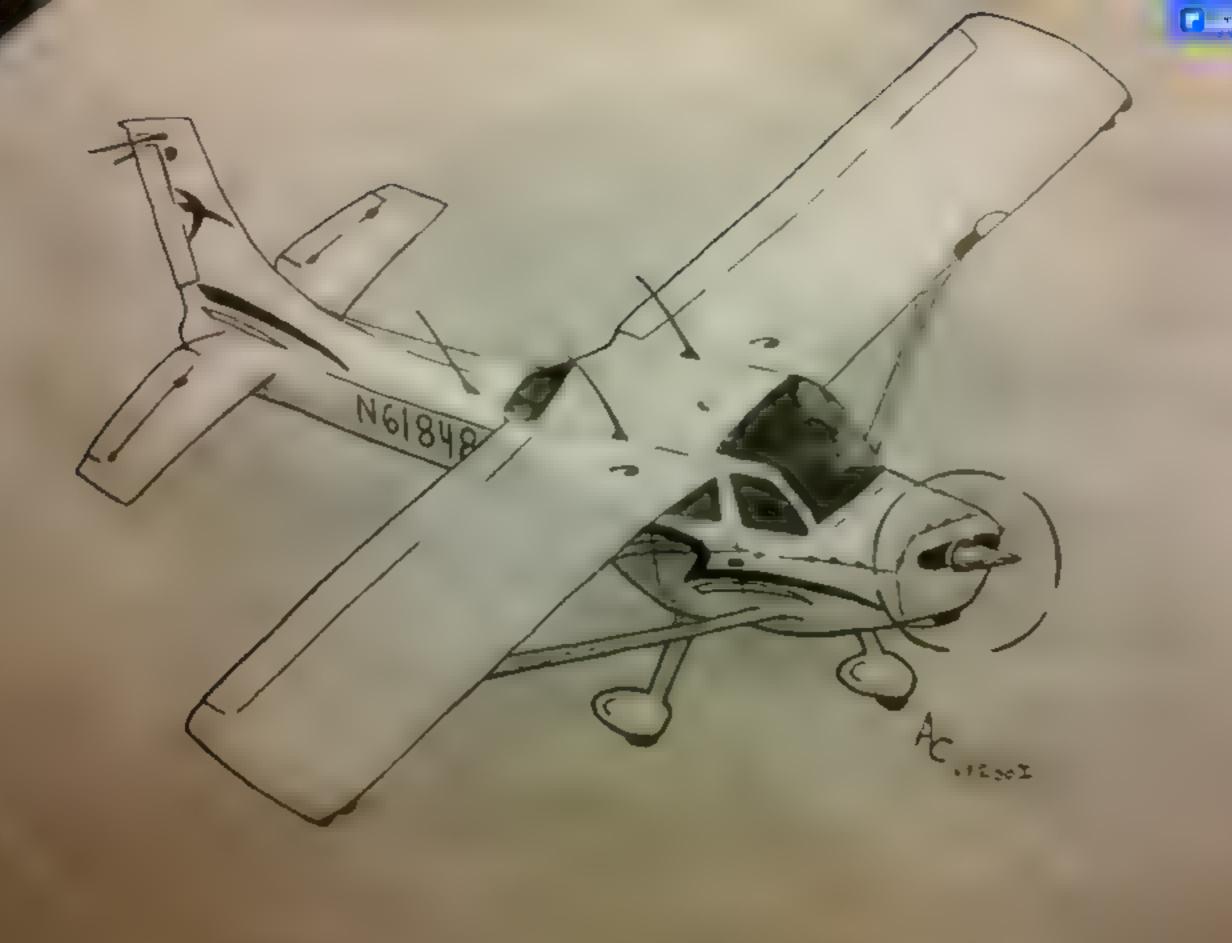
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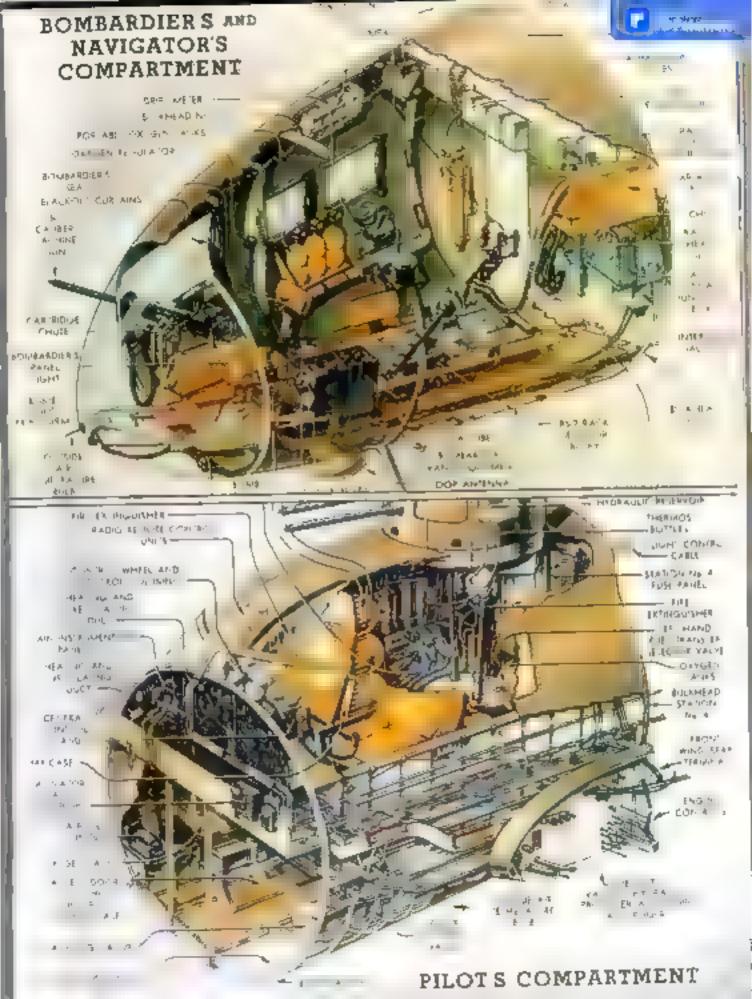
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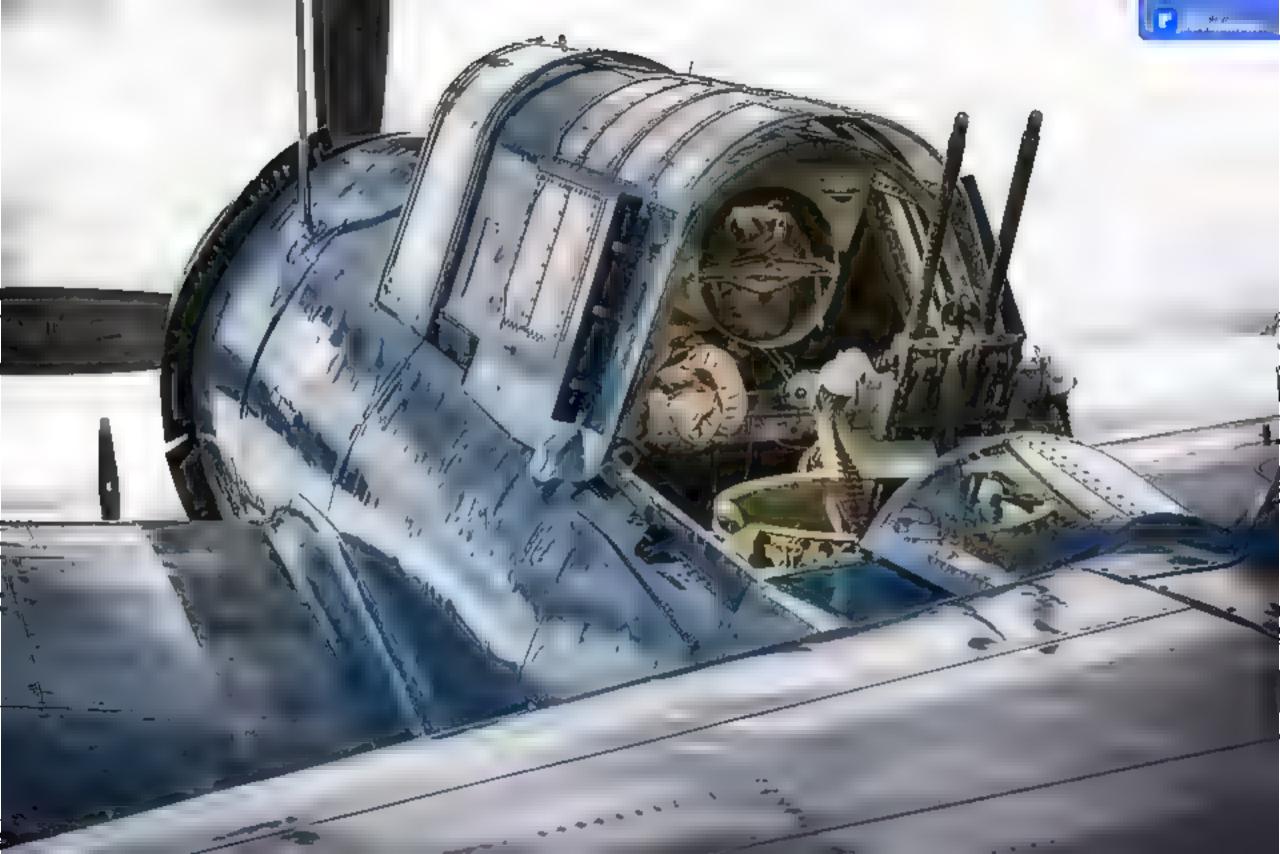
















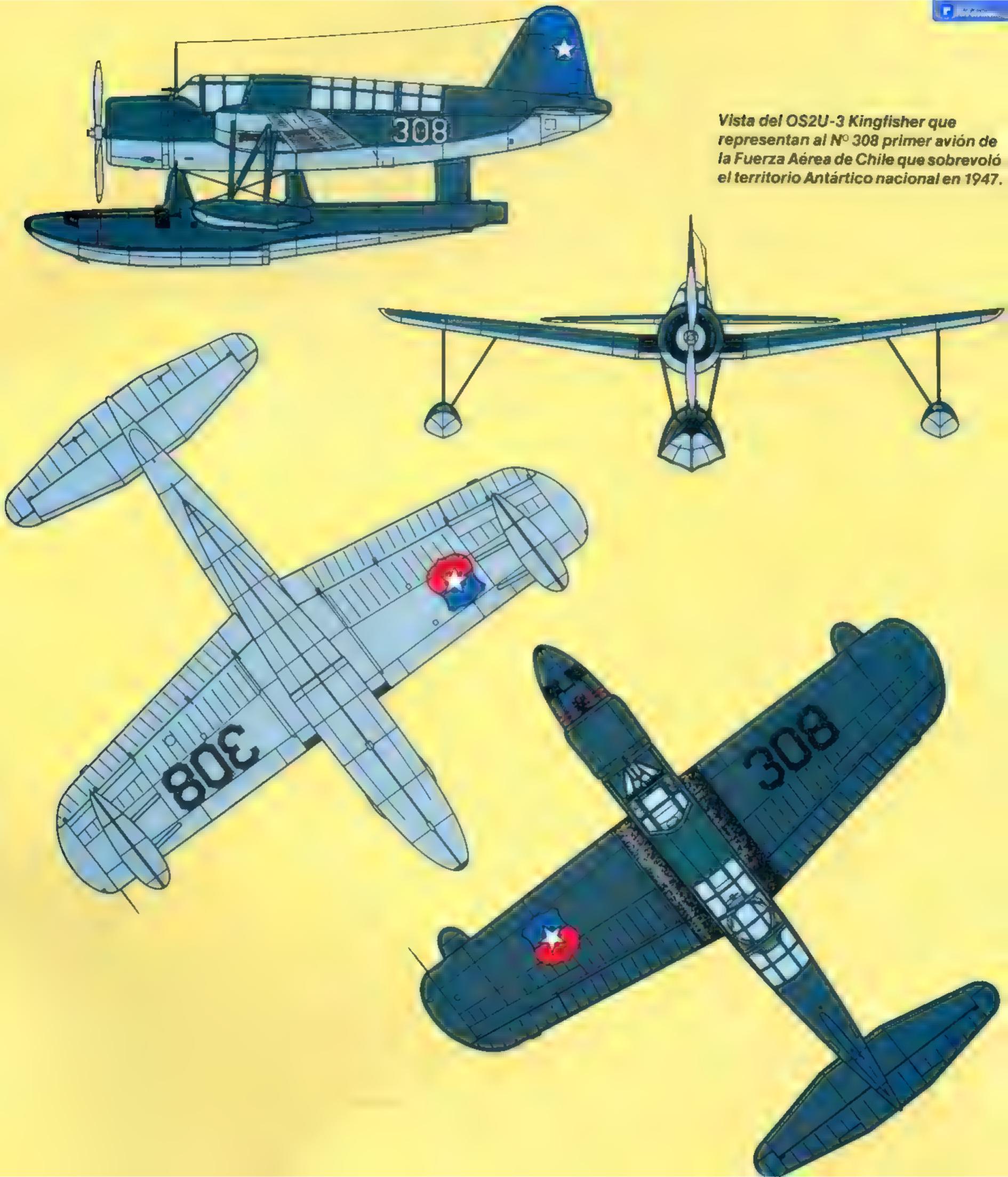
























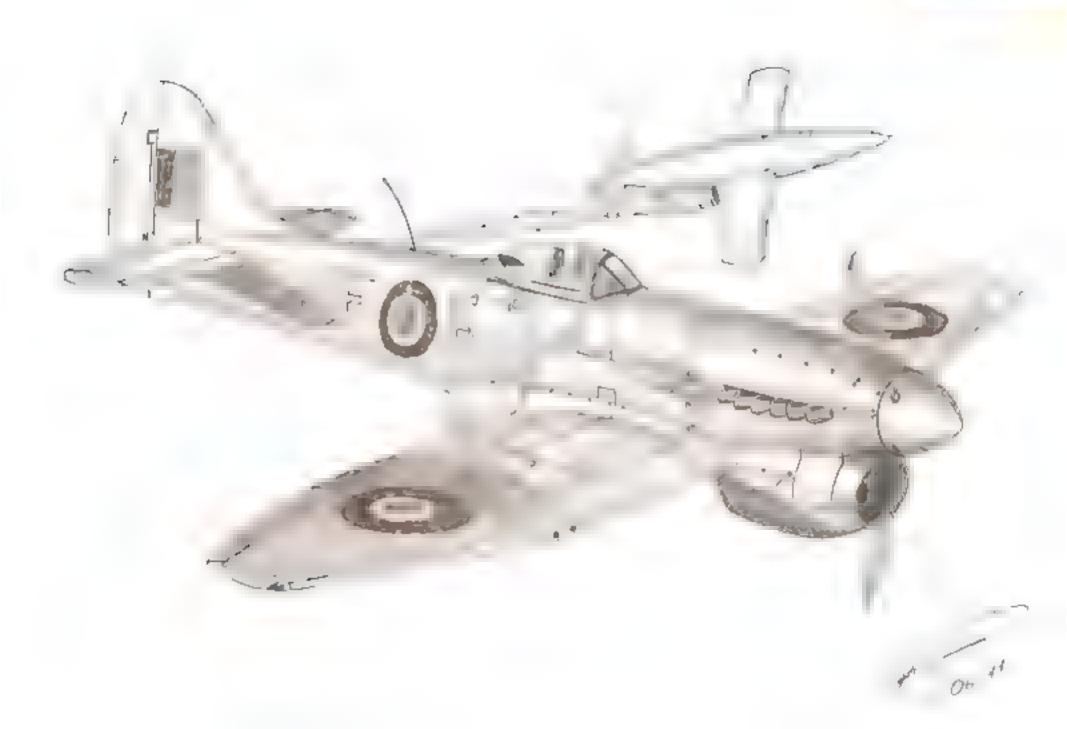














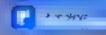












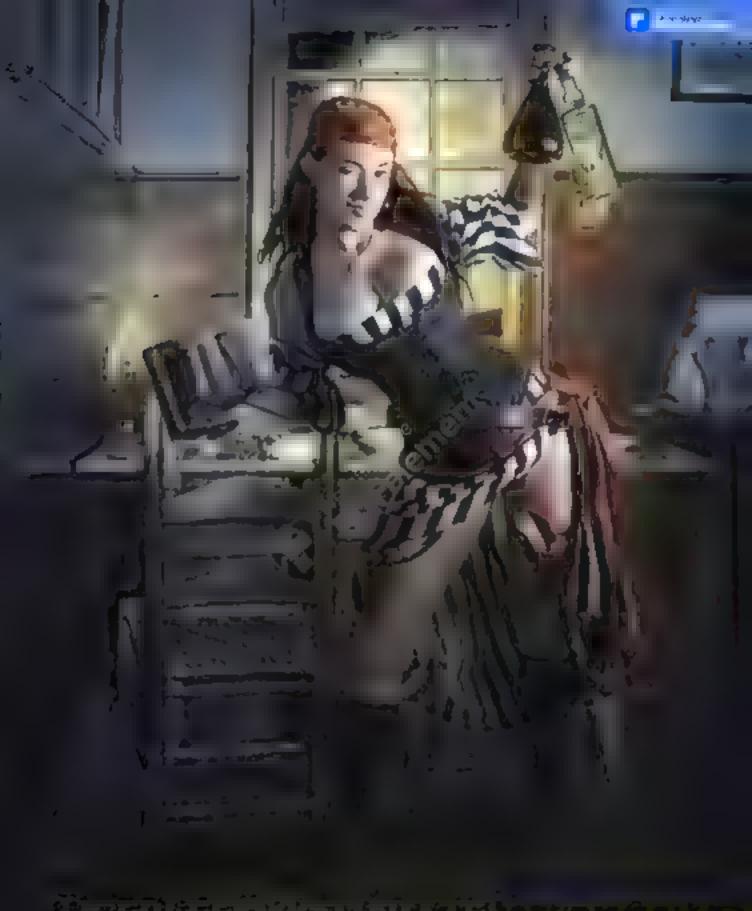










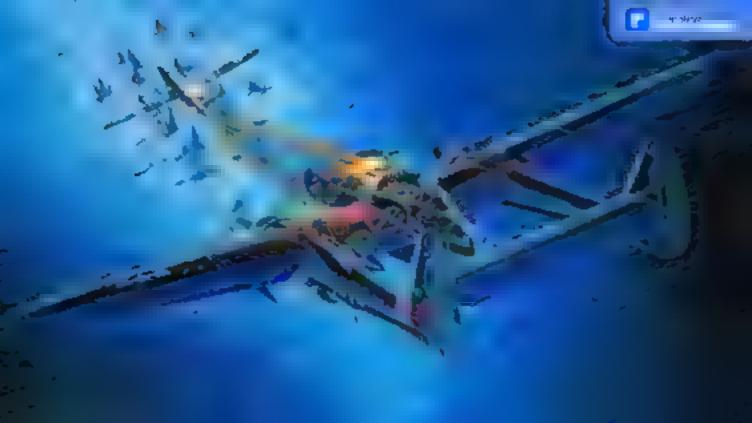


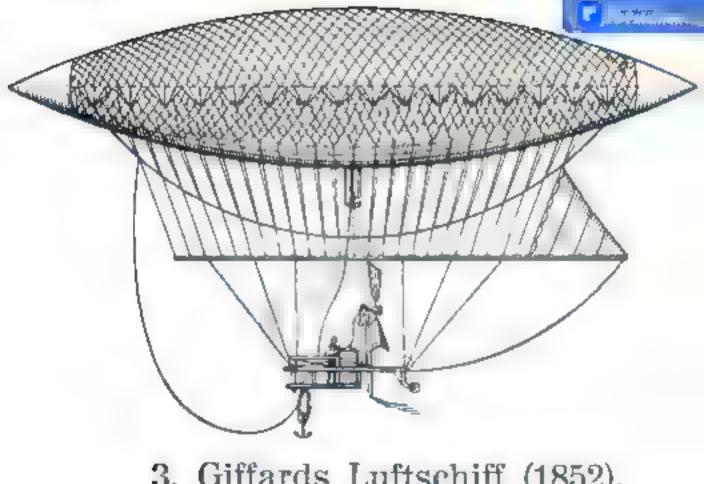
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3. Giffards Luftschiff (1852).







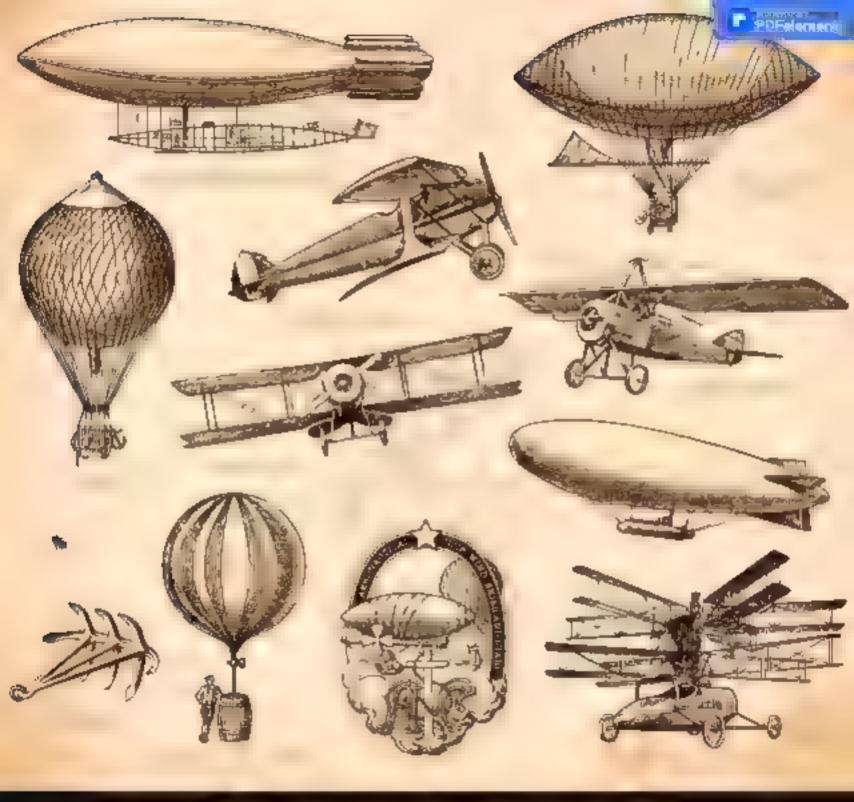












Old Flying Machines





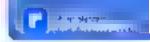
















Nector-AIRPLANE

LABELS/BADGES/EMBLEMS
Neltra sligle



















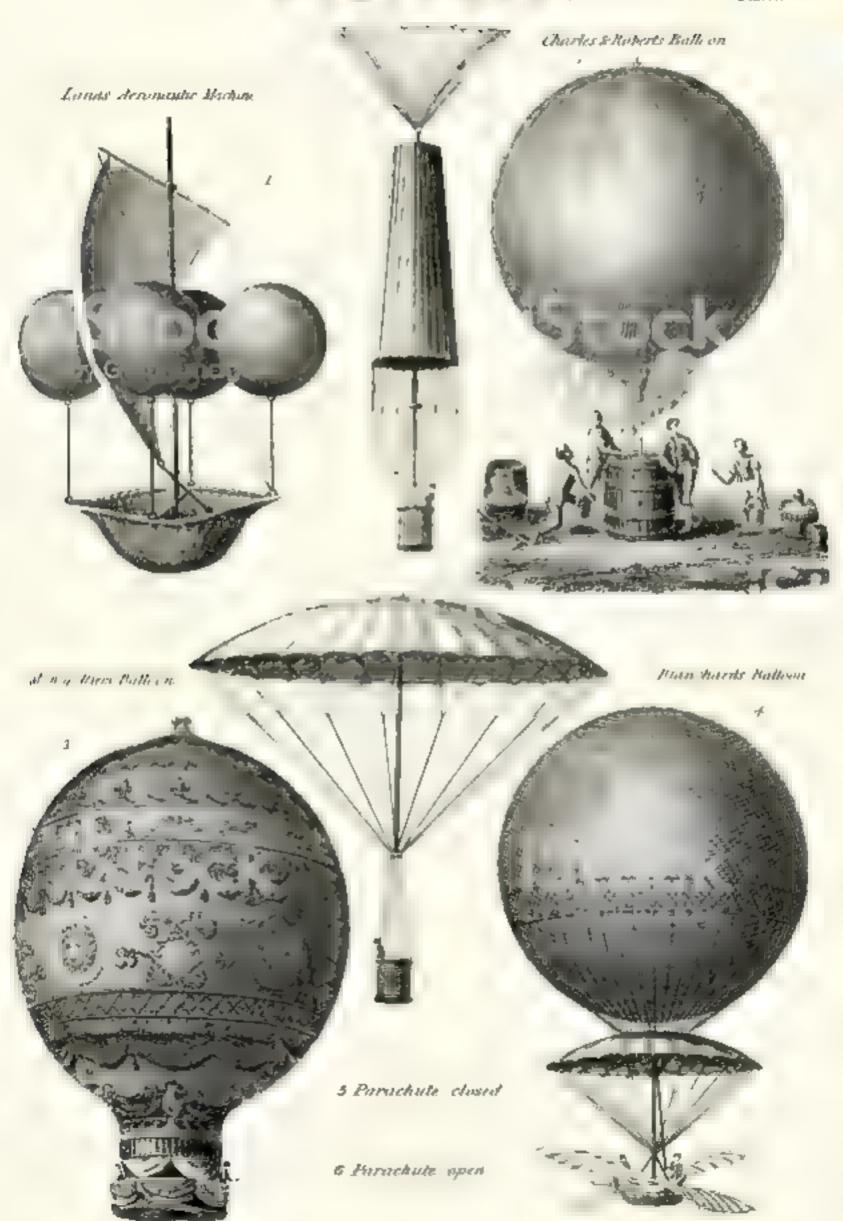








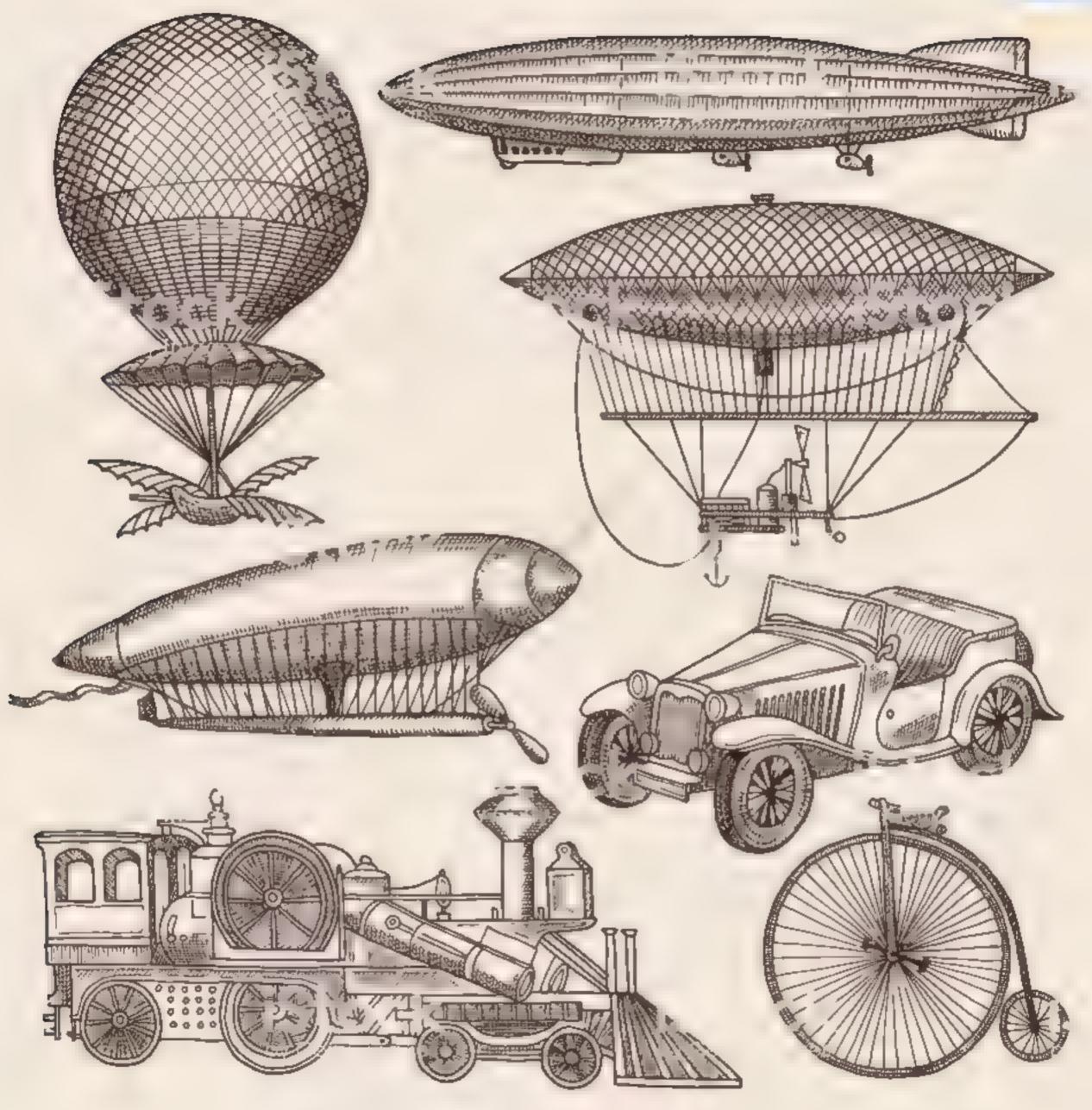
PLATE 1









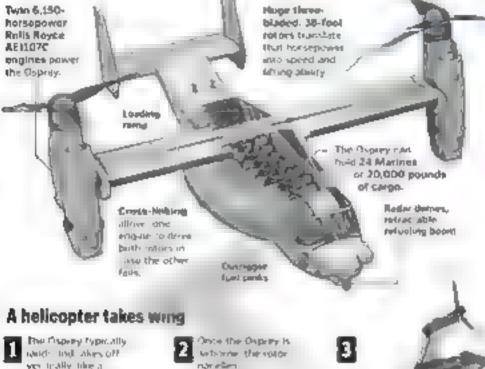




MV-22 Osprey: One of the world's most un

Nº Maryo

If is a combat transport that unds and takes off vertically then file is a common and are appeared it is had some development poors, and at around \$200 million appear. It's had a cheap ride 8ath is seems to work, and as many Diguetanders know by now, is certainly is something to watch in action.



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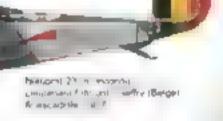
in 12 seconds

Ligard Indicators of yes in all the a holicopter which is how the Pederal Assation Administration classifies the arecraft

The average can also perform a more fact officient short-run (alcoff with the nacciles rotated 45 degrees forward. With the engine nacolles tiled all the way forward, the Diputy can rearly a maximum cruising speed of 340 musts at sea level.













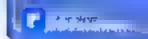
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Microsoft

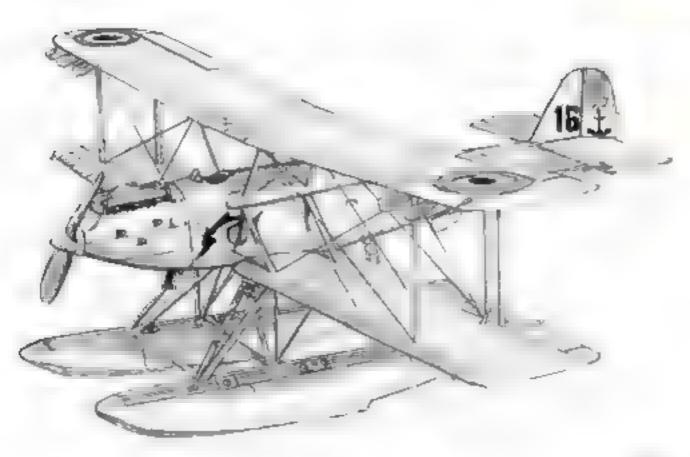












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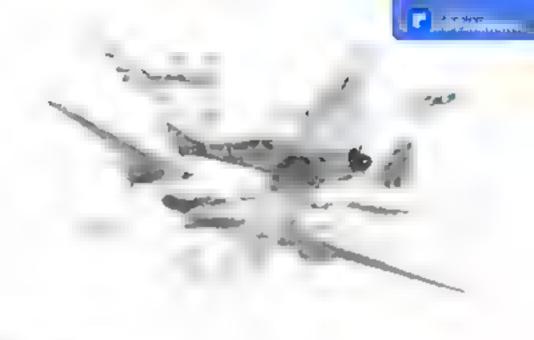












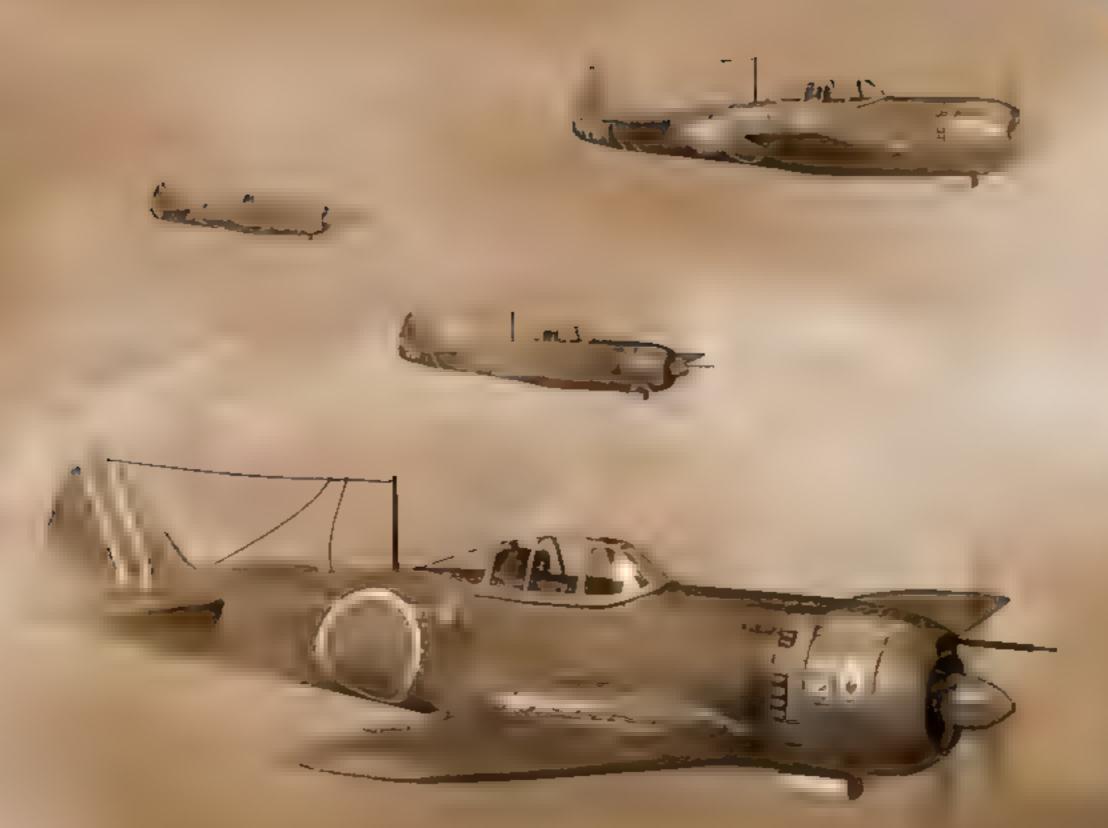
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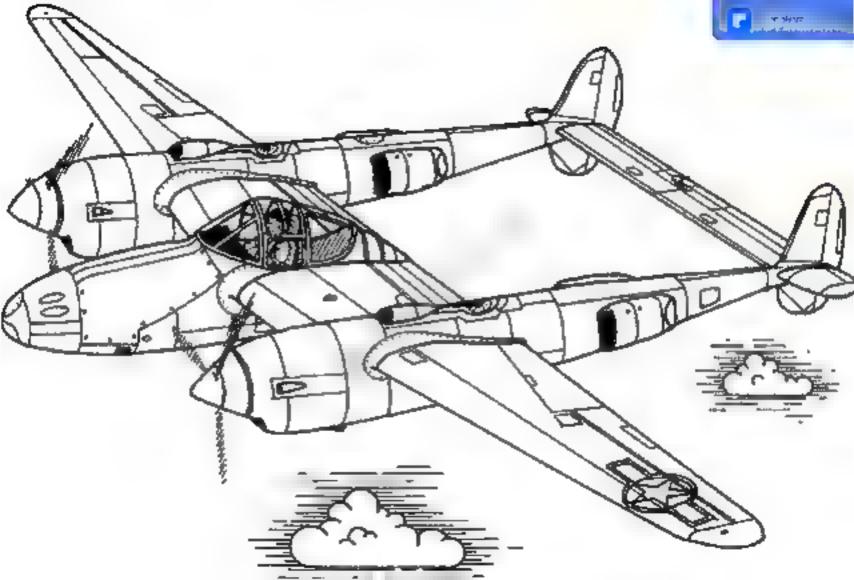






























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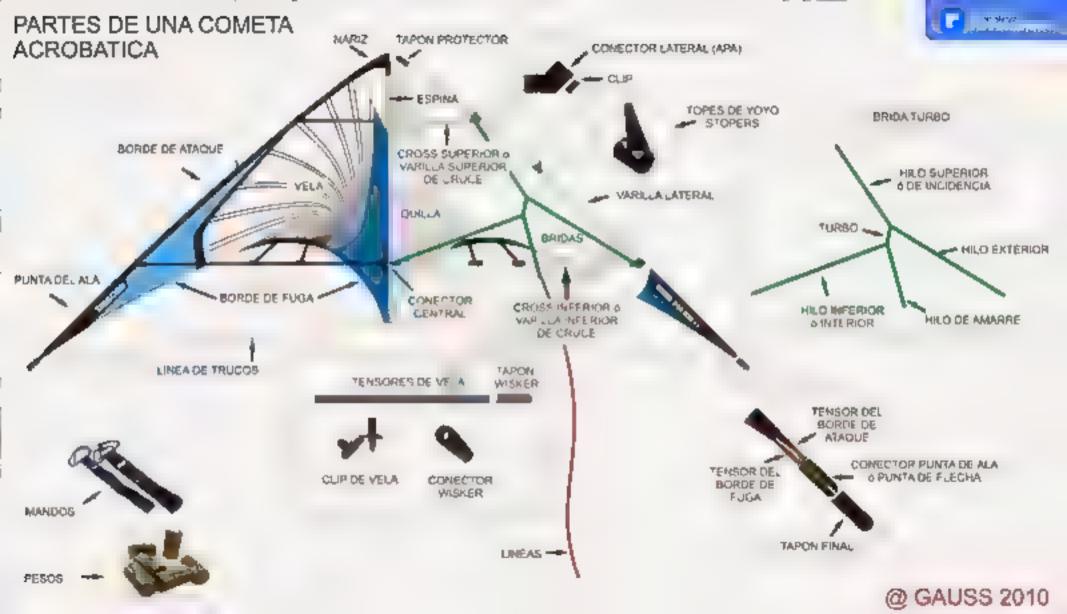


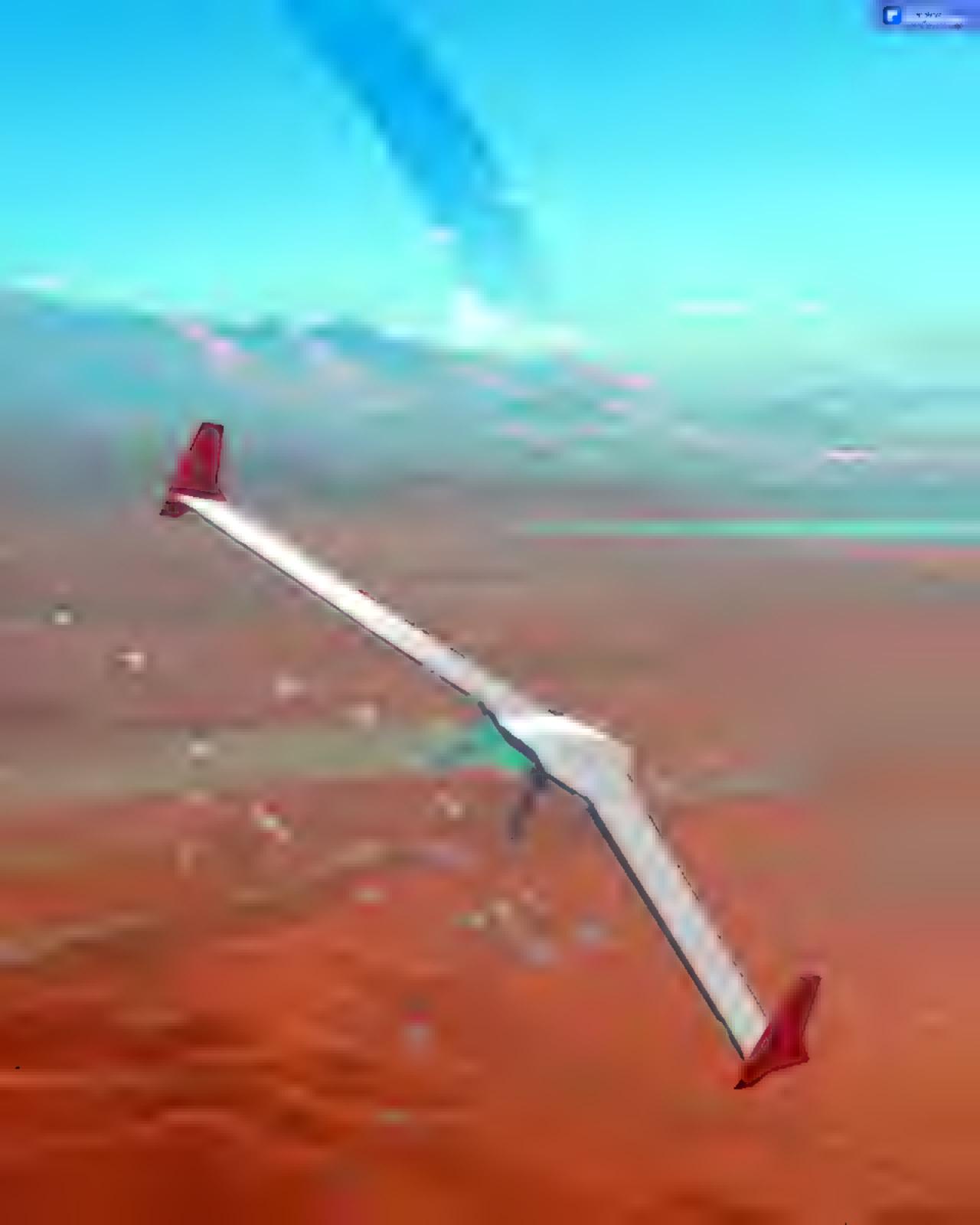


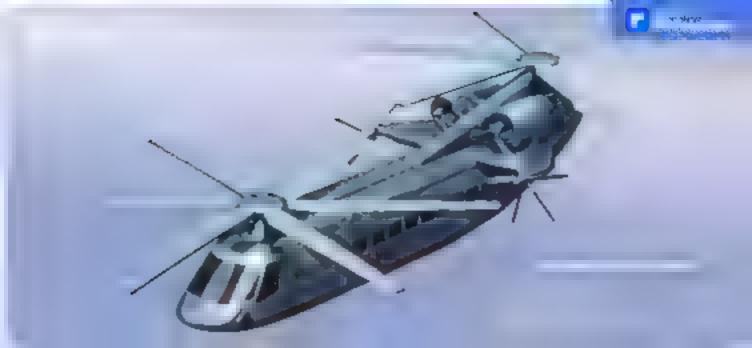








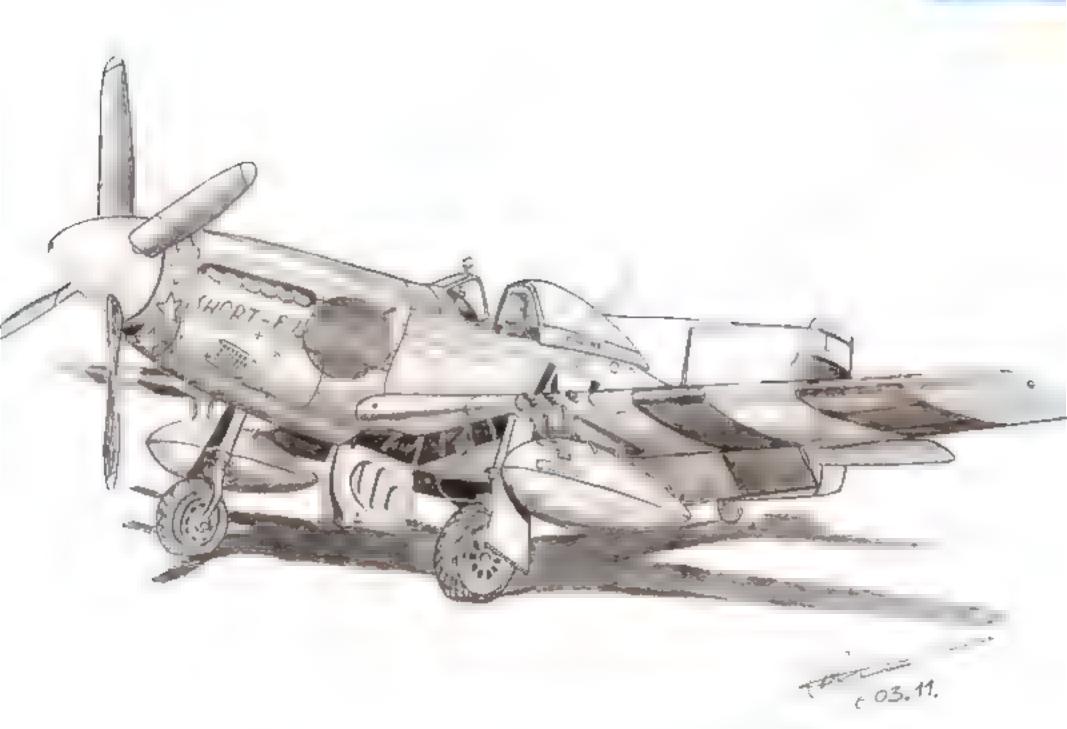


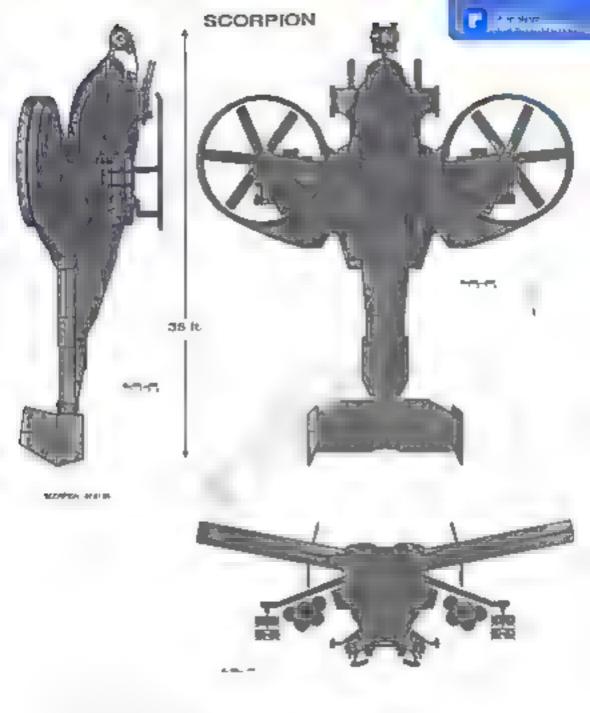












WORK DESCRIPTION

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- E. DURD BYTGRION COCKPT ONLY TANDOM SEATING EARLING BY DESIGN AND FINISH AS CONTUMP COMMAT NEL-CONTERS WITH SOME FUTURESTUIL DESIGN
- 9. WHILD GUT ABOUT 3 FT OF EXTERIOR PURELAGE BEYOND WARDOW

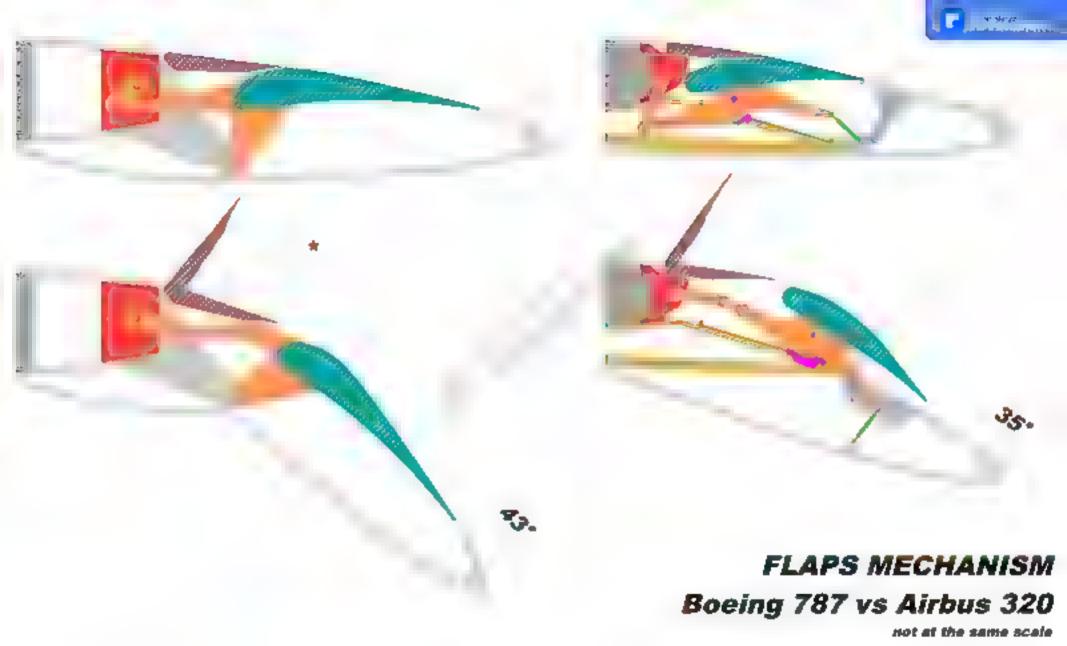












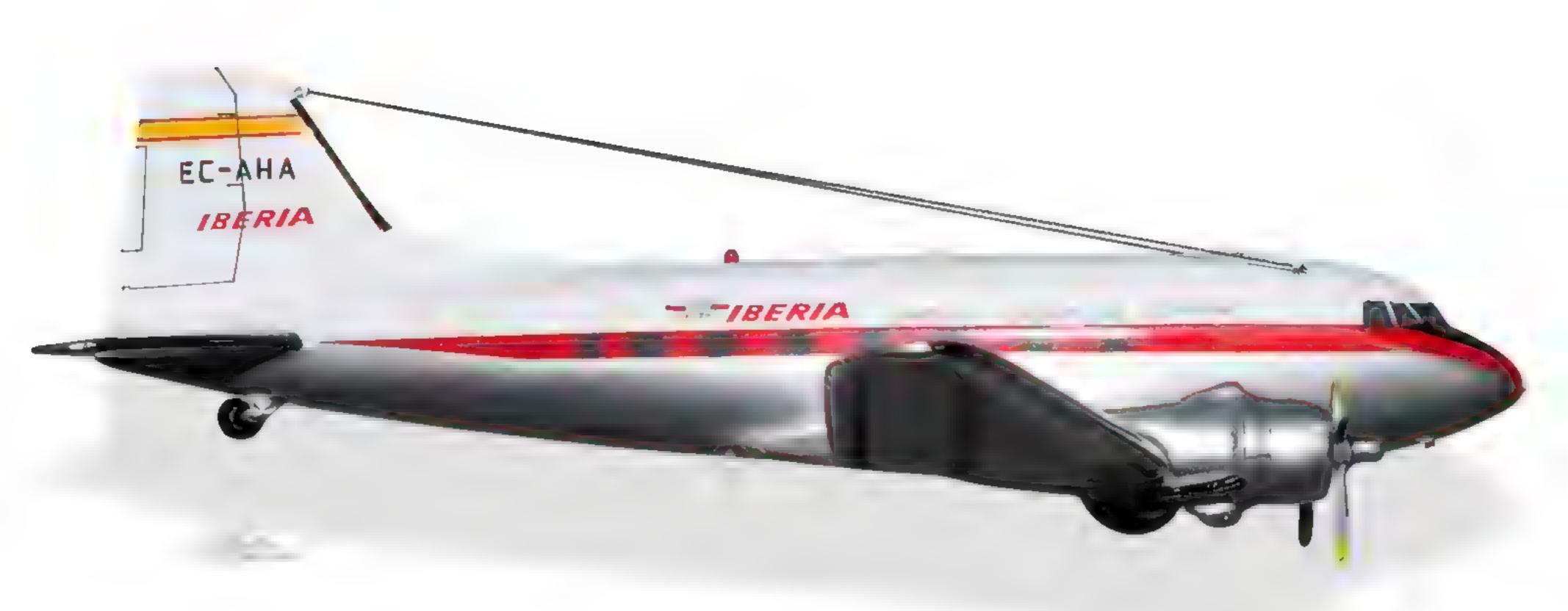




























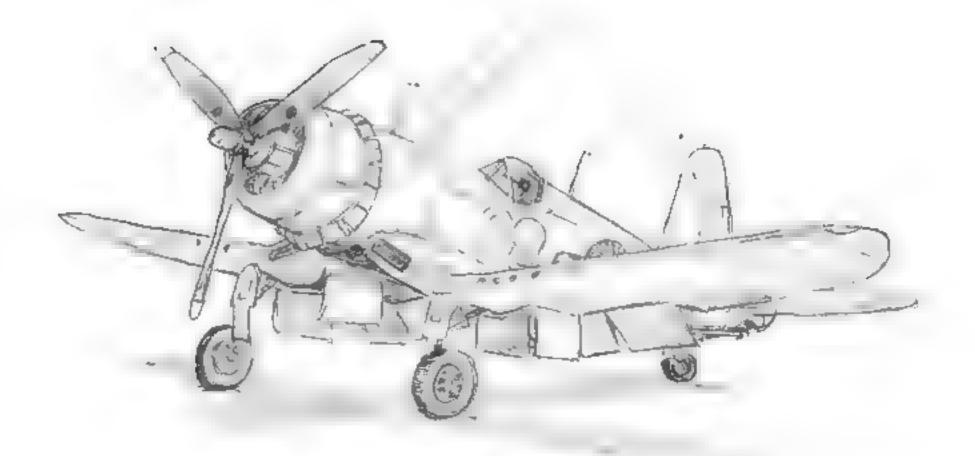
Above, one of many NAA concepts was this 460 mph, knowleighed attacher with tendem Allian V-543th, projected by French. Compton and drawn by Engine Class.

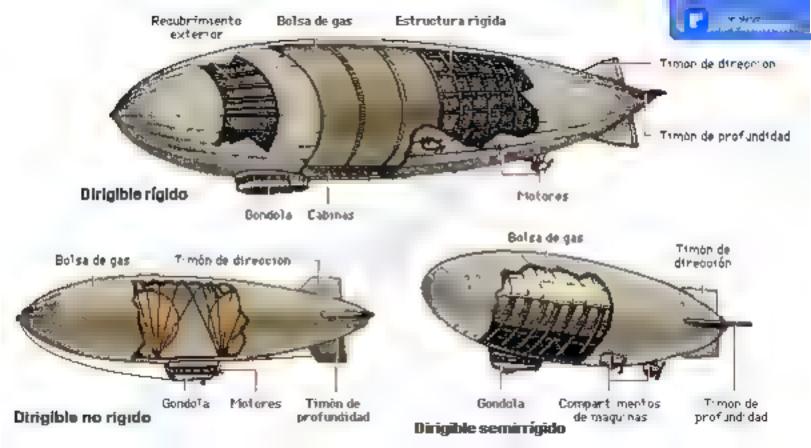






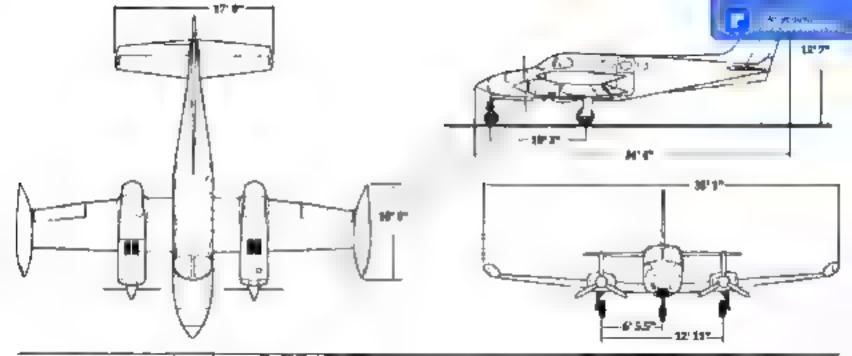


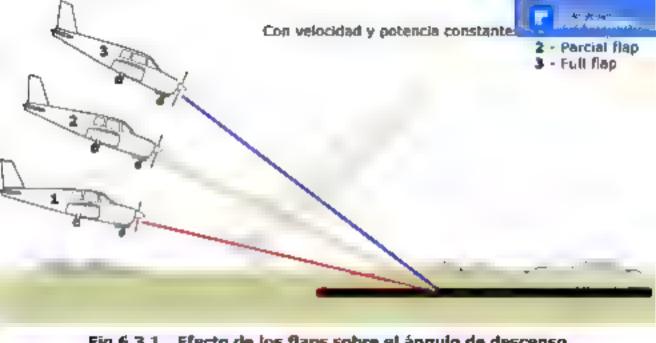






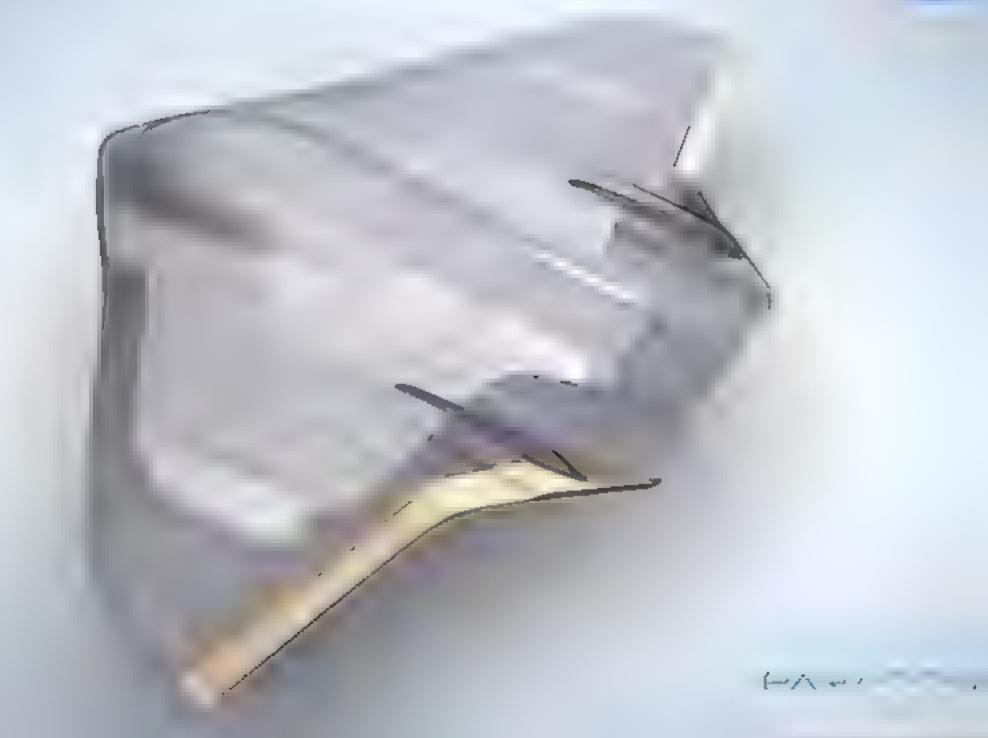






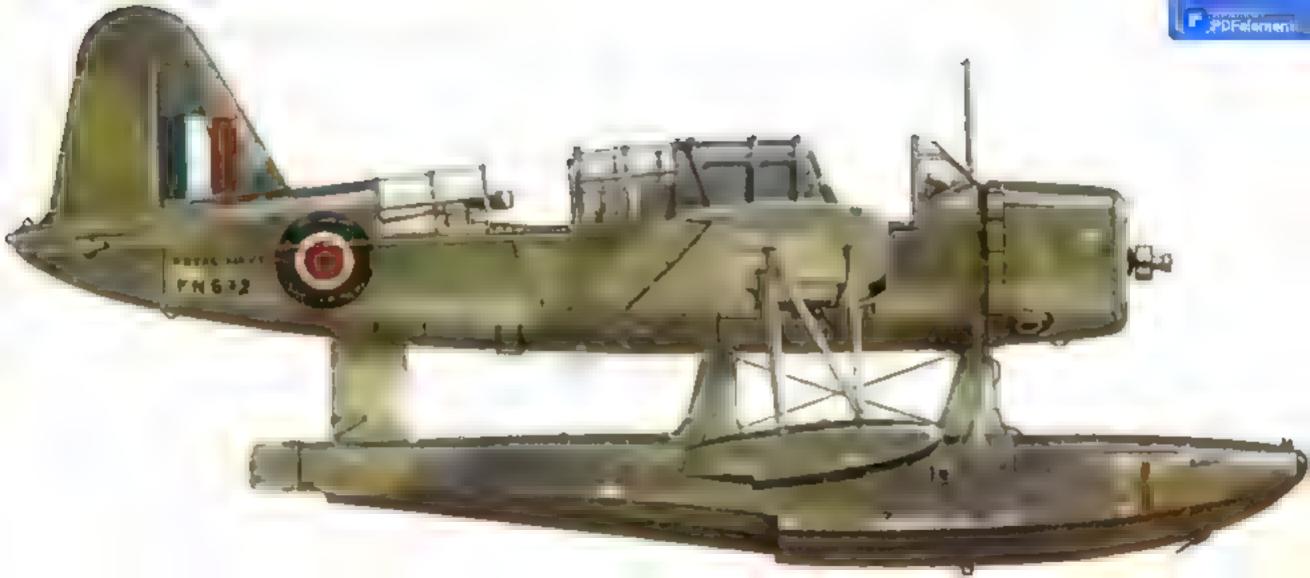
Efecto de los flaps sobre el ángulo de descenso. Fig.6.3.1













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ARNYY4













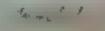




Junkers Ju 52 "Tante Ju"

In Czechoslovak service









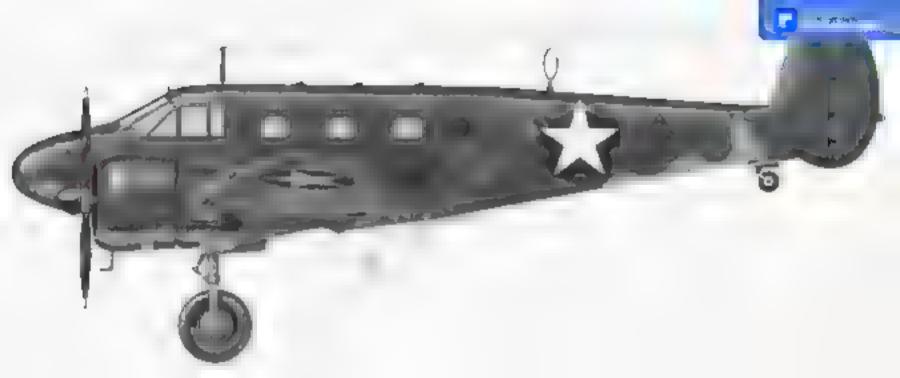




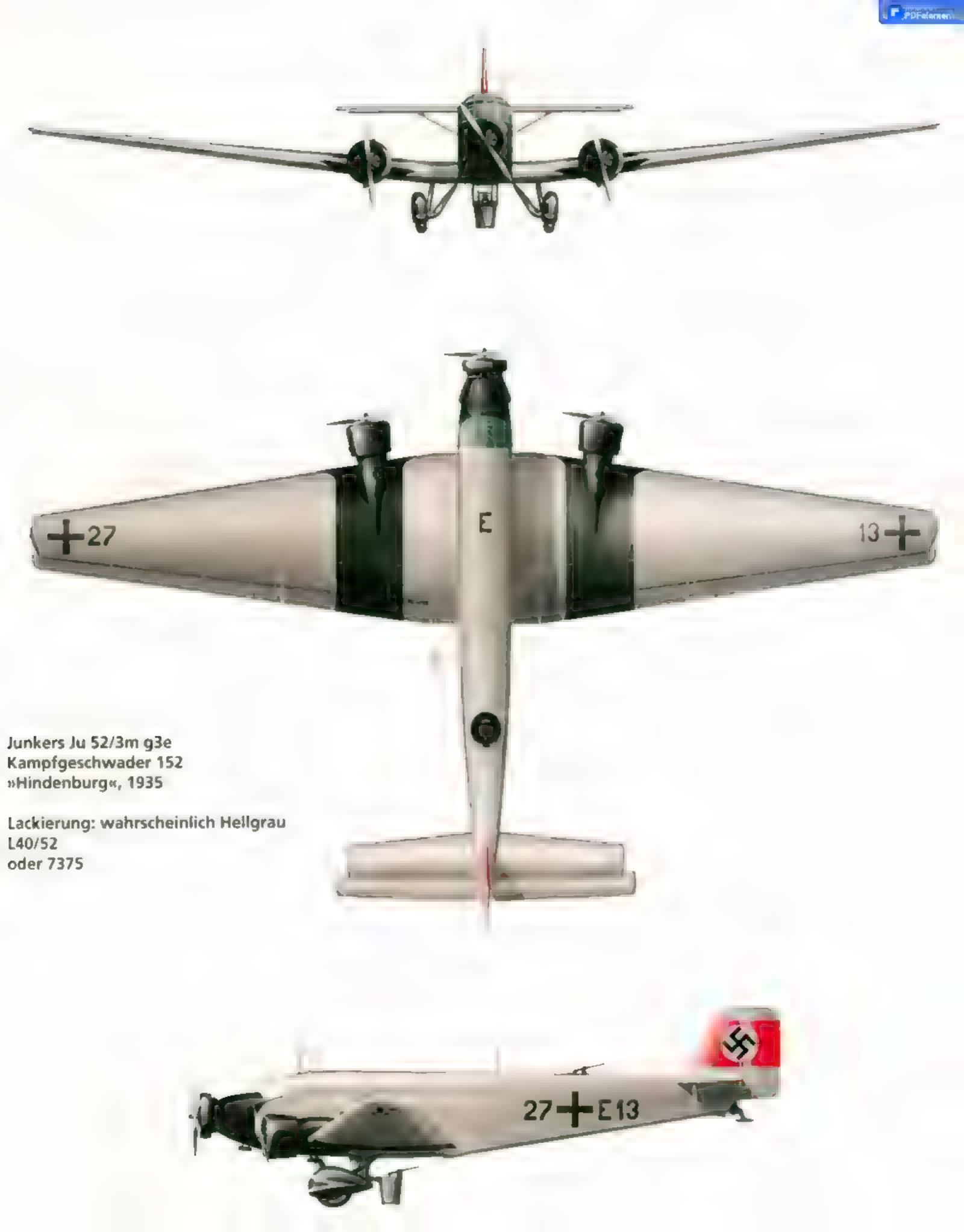
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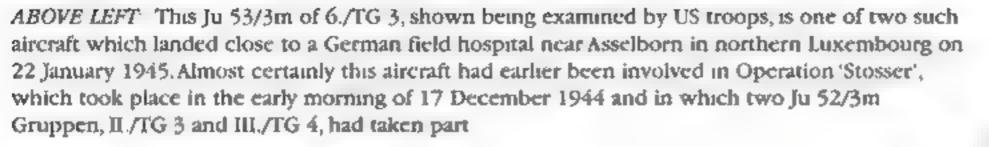
Quinjet Exterior





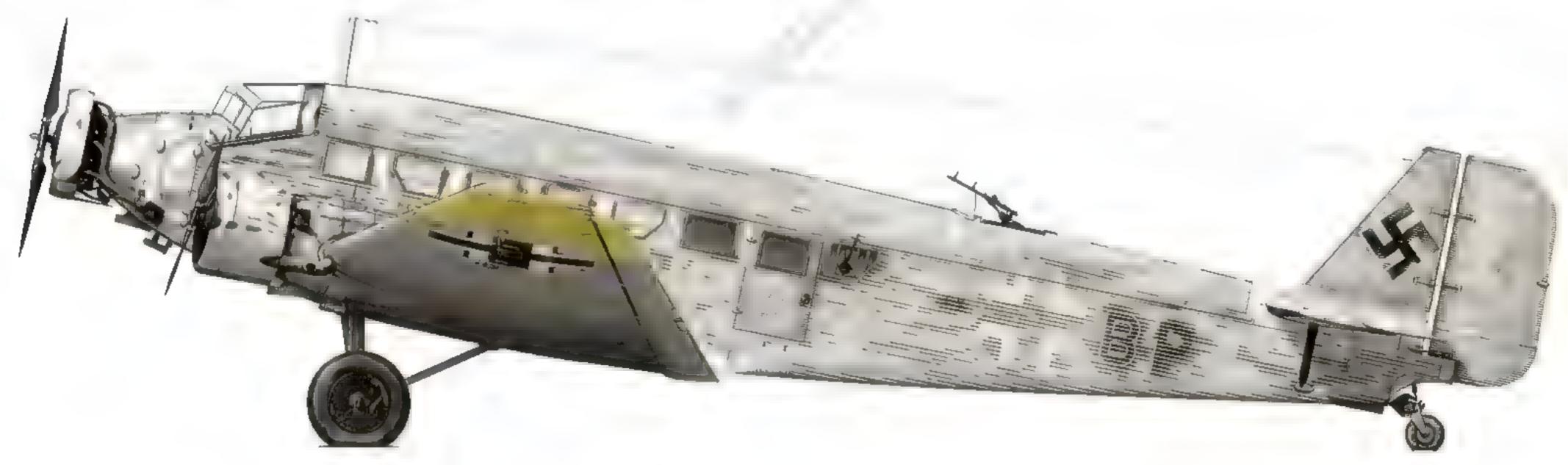






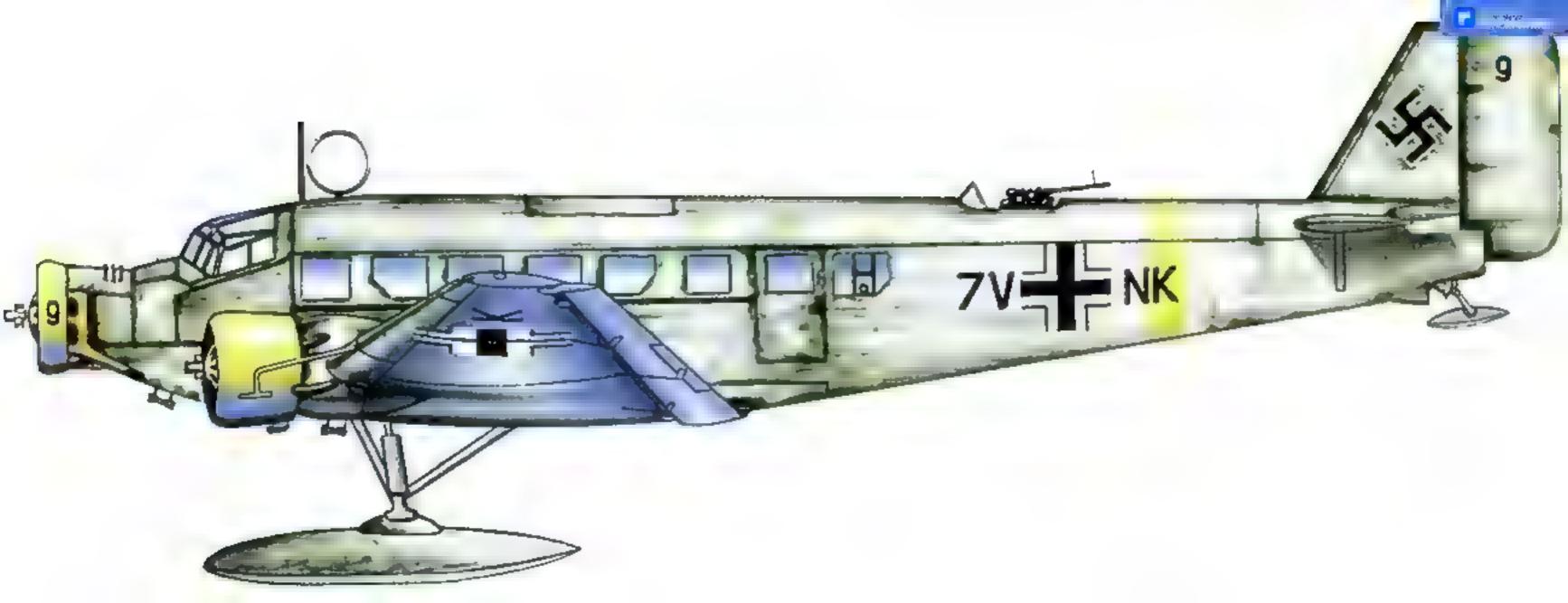


ABOVE RIGHT: This is the other Ju 52/3m which landed at Asselborn on 22 January 1945. It had a slightly different form of winter camouflage to that on 4V+BP but was also fitted with flame dampers for night operations and a desicing system.



Junkers Ju 52/3m 4V+BP of 6./TG 3, January 1945

For a winter camouflage, this aircraft, W.Nr. 7279, has received a meandering overspray of white over the green 70/71 splinter pattern uppersurfaces. The undersurfaces were 65 with all of the area outboard of the wing Balkenkreuz in yellow, and the operational markings 4V+BP on the fuselage were in black with the individual aircraft letter 'B' outlined in white. Note the flame dampers fitted to the exhausts, the de-icing duct leading from the engine nacelle to the uncorrugated wing leading edge and the antenna for the FuG 101 radio altimeter under the port wing.



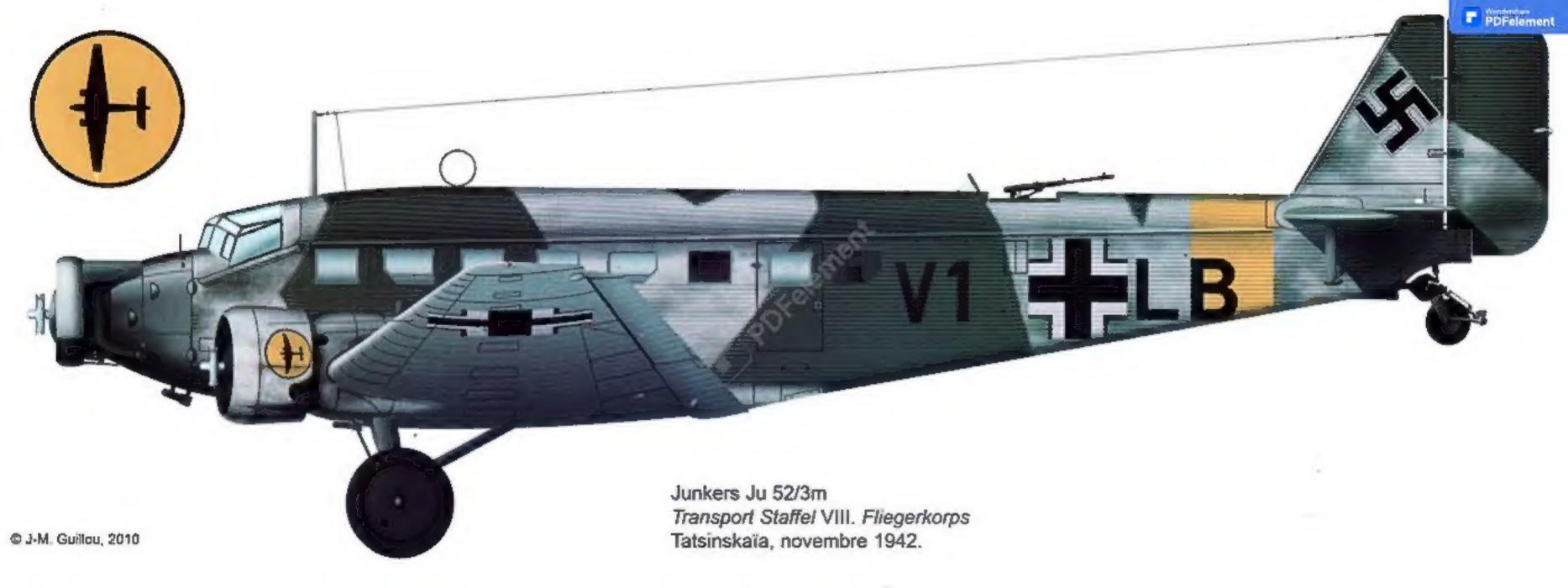






Junkers Ju 52/3m 4V+MV of 11./TG 3, Herzogenaurach, early May 1945

Although originally camouflaged in a standard 70/71/65 scheme, this machine's long service and exposure to sunlight has faded the uppersurface colours so that they appear as a single overall green. The tail area shows small, contrasting areas of more recently-applied paint where earlier unit markings had been overpainted and where the camouflage had been touched up. The operational code on the fuselage had also been changed and the fuselage sides and wings were marked with heavy carbon deposits from the engine exhausts.



D 3U + MT, 9./ZG 26, France, 1940

